

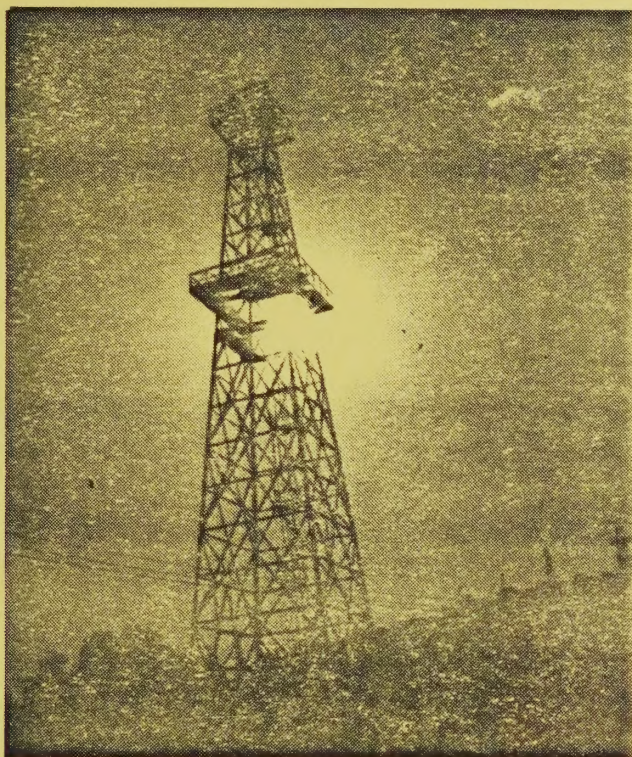
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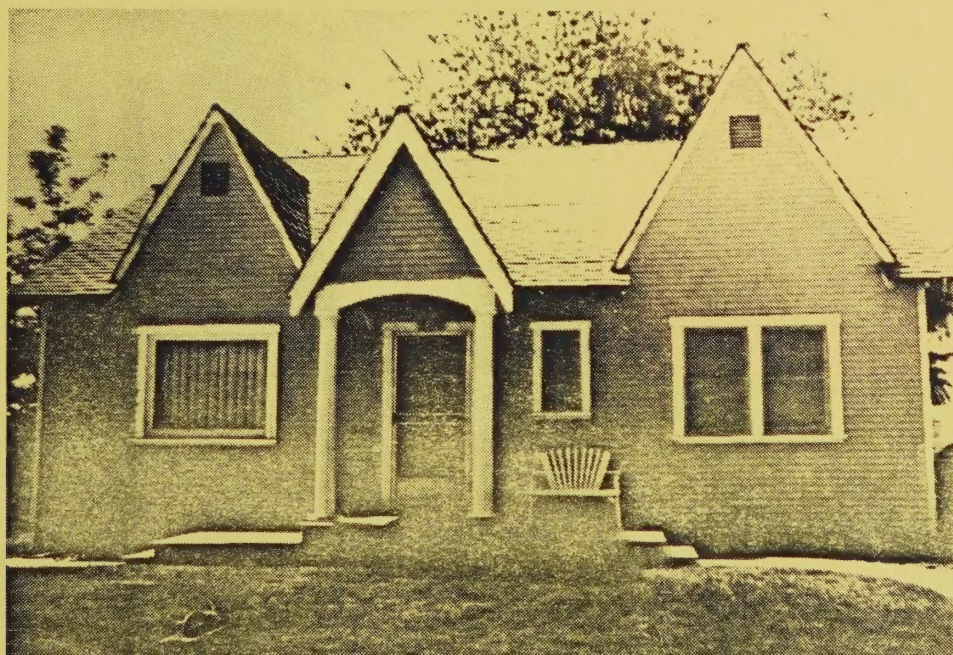
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GENERAL PLAN



City of Brea
June 1986



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Text Amended by
City Council Resolution:

<u>Year Amended</u>		<u>Resolution Number</u>	<u>Subject Amended</u>
1989	-	#89-72	Specific Plans
1990	-	#90-1	Open Space/Parks
1991	-	#	Housing Element
1992	-	#92-46	Growth Management Element

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August 1992



CITY OF BREA

GENERAL PLAN

**ADOPTED BY CITY COUNCIL RESOLUTION
#86-81 JUNE 17, 1986**

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5. Housing Element
6. Open Space & Conservation Elements
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I. INTRODUCTION & BACKGROUND

1. INTRODUCTION & BACKGROUND



I. INTRODUCTION AND BACKGROUND

Historical Setting

Brea was platted as the town of Randolph during the southern California land Boom of the 1880s. True settlement, however, did not begin until the oil discoveries at the turn of the century. At the western edge of Carbon Canyon the small town of Olinda arose to house oilfield workers and their families. The Brea community emerged southwest of the canyons adjacent to the Pacific Electric rail line and incorporated, as a General Law city, in 1917.

Oil field services dominated the local economy, supplemented by cash grain farming and modest orange grove cultivation. Major employers were the Union, Shell, Mobil and Tidewater oil companies. The earliest neighborhoods were frame cottages or bungalows and generally lay to the west of present-day Brea Boulevard. Locations north of the rail road typically were industrial, while commercial development flanked both sides of Brea Boulevard.

Because of the extractive and agricultural character of the economy, the community population remained small until mid-century. Brea had just under 2,600 total residents at the outbreak of World War II in 1940. Post-war housing gradually filled areas to the southeast of Imperial Highway. From the 1960s into the 1970s growth expanded across the Brea Creek channel and skipped over large expanses of industrial land to transform the northwestern area of the City from vacant land to residential neighborhoods.

The late 1960s brought new choices and conflicts. Many of these were growth-related dilemmas expressed in the first General Plan, adopted in 1968. Rather than revitalize the historic downtown, local leaders decided to forge a new commercial core which would tap the traffic volume carried by the then proposed Orange (57) Freeway which was eventually completed in 1972. Union Oil Company, through its land development subsidiary, released much of its acreage to residential and industrial development on the eastern edge of the community. In western Brea the Southern Pacific Railroad followed the same process, but at a much slower pace. As a result of new development and in-migration, the Brea population nearly tripled between 1960 and 1970, increasing from 8,500 to 18,400 residents.

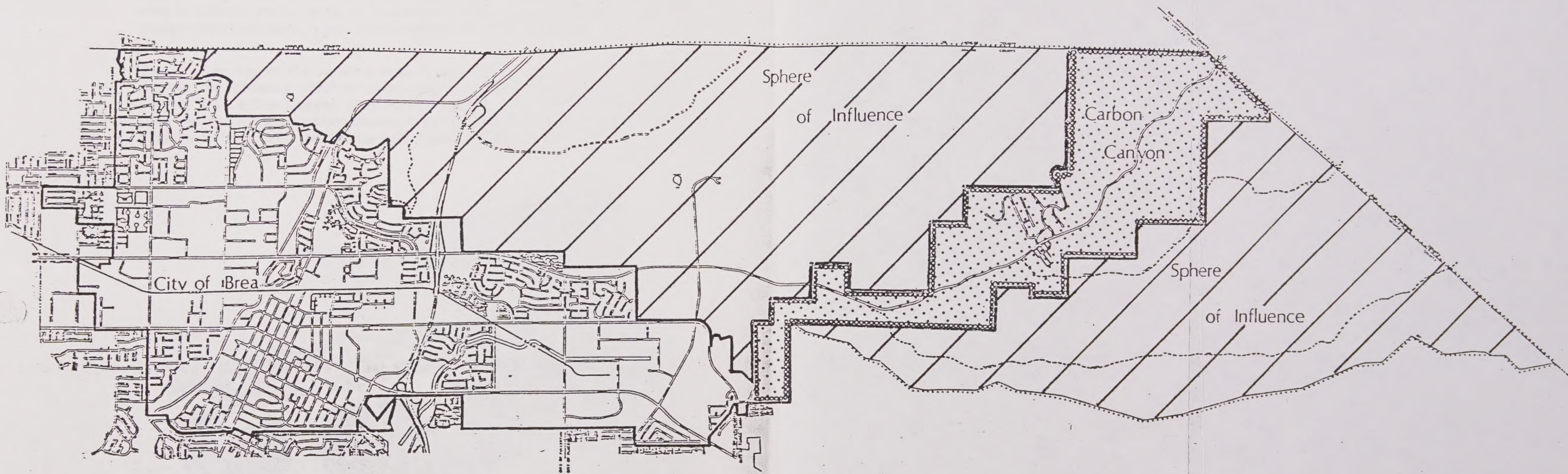
Opening of the Brea Mall in mid-1977 and parallel growth of major industrial employers transformed the small town of Brea into a regional economic center. New local landmarks have been created, including the Brea Mall, Brea Plaza, the expanded Union Oil Research Center, Suzuki Motors headquarters, Brea Financial Commons, and the Civic Cultural Center. By 1980 some 12,000 jobs were provided by commercial, industrial, and public entities in the City of Brea. Total population topped 33,500 at the start of 1985.

These transformations have generated new concerns and pressures on land areas within the City's borders. Older residential neighborhoods such as Laurel Heights are impacted by changes in development scale and design. Fringe areas, including the northeastern hills and Carbon Canyon are becoming more valuable, and hence, more attractive to potential development activity.

Like all communities which are part of larger metropolitan regions, Brea is ever-changing. The ability of the City to deal with both the positive and negative effects of past changes and to chart effective courses for the future is facilitated by this General Plan.

Regional and Local Setting

The General Plan is a policy document for the entire incorporated City and the official Sphere-of-Influence, which encompasses those areas that may be annexed to the City. The City and Sphere-of-Influence are located in northeastern Orange County, adjacent to the cities of Placentia and Yorba Linda to the south and southeast, Fullerton to the south and La Habra to the west. Immediately north of the City and Sphere-of-Influence is Los Angeles County and the unincorporated Diamond Bar community. There also is a common boundary shared between the rural Carbon Canyon area, Sphere-of-Influence and San Bernardino County. The City and its regional location are depicted on Exhibit 1.

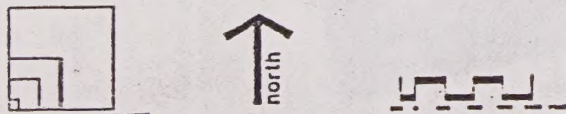


- city limits
- carbon canyon
- sphere of influence

PLANNING AREA

CITY OF BREA

exhibit 2



The planning area is located on the northerly, inland edge of the Santa Ana River coastal plain. Its topography is comprised of two main entities: a lowlands area of relatively broad valley slopes and a highlands area of rugged mountainous terrain. Major ridgelines offer a sharp contrast to the flat urbanized areas. The major ridgeline system forms the Telegraph, Soquel, Tonner and Carbon canyons. The highest point within the planning area is Gilman Peak, north of Telegraph Canyon. San Juan Peak, another topographic landmark, is just southwest of the planning area.

The local setting of the planning area is depicted on Exhibit 2. That exhibit defines the "planning area" as consisting of three major sectors — the City proper; the Carbon Canyon area; and the Sphere-of-Influence. The General Plan incorporates the policy decisions of the Planning Commission and City Council which affect the 1,800±-acre Carbon Canyon area.



Function and Purpose

A major function of the General Plan is to consolidate all of the elements into a common format and thereby provide an opportunity to establish a uniform data base and set forth consistent and contemporary policy statements. Since 1968, the Planning Commission and City Council have adopted several elements acknowledging local needs and changing planning requirements under California planning law.

As of 1986, the City's General Plan was comprised of several individual and unrelated documents. Many of the "elements" were prepared and adopted over 10-years, spanning the period of 1973 to 1983. Under these circumstances, the format and structure of each element differs as do the depth and quality of the technical data.

Consequently, the Planning Commission and City Council recognized the need to adopt a contemporary General Plan consisting of all mandatory and optional elements with a common structure and organization. In summary, the General Plan achieves the purposes listed below:

1. A General Plan that is readily accessible and understandable by the community's residents, businesses, employers and developers.
2. A data base which consolidates all of the informational requirements of each element into a Technical Appendix.
3. A common format for the presentation of each element of the General Plan.
4. An update of each element by providing more recent information and eliminating redundant policies and already completed action programs.
5. A method for giving focus to the most salient and significant aspects of each General Plan element.
6. A General Plan that in written statements and graphic illustrations clearly communicates to the community the positions of the Planning Commission and City Council on Brea's future revitalization and development.
7. A convenient means for annual update and amendment of the General Plan and Technical Appendices.

Planning Needs and Requirements

In addition to responding to Brea's needs for a contemporary planning document, the General Plan also must satisfy the requirements of California law. In 1984 the most recent revisions to the general plan laws were enacted. One of the basic revisions is that the requirements for a "seismic safety" and a "safety" element are replaced with one "safety" element which is to contain generally the same information as is included in the two elements. Another revision is that the requirement for a "scenic highway" element is deleted. A third revision changes the type of information which is required to be included in the "noise" element.

As a result of these 1984 revisions to the State planning law, the Brea General Plan is comprised of seven mandated elements and one optional element, as listed below:

1. Land Use Element
2. Circulation Element
3. Housing Element
4. Open Space & Conservation Elements (combined)
5. Parks & Recreation Element (optional)
6. Safety Element
7. Noise Element

Another significant revision of planning legislation affects the implementation of the General Plan after it is adopted by the Planning Commission and the City Council. Section 65400 of the Government Code was amended to read:

"Section 65400. After the legislative body has adopted all or part of a general plan, the planning agency shall do all of the following:

(a) Investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the general plan or any element of the general plan, so that it will serve as an effective guide for the orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the general plan.

(b) Provide an annual report to the legislative body on the status of the plan and progress in its implementation. (emphasis added)"

This 1986 updated General Plan for the City of Brea more than adequately meets the intent and purpose of the revisions made to Government Code Section 65400. Each element contains the "implementing actions" which will be accomplished on a continuing basis and those which may be achieved in the future. The "annual report" then would describe progress made on the continuing and future actions. In addition, the final major section of the General Plan is a "composite implementation program/matrix" which summarizes the element-specific implementing actions and indicates —

1. The current and future status.
2. Schedule of actions.
3. Agencies responsible for accomplishing the implementing action.

Definitions of Key Planning Terms

Although State law recites several concepts commonly referred to as "planning terminology," it does not define them. Some of the key planning terms used in this document include goal, objective, policy, implementation action and/or program. These terms are defined in the "General Plan Guidelines" prepared by the State Office of Planning and Research.

Goal: The ultimate purpose of an effort stated in a way that is general in nature and not directly measurable.

Objective: A measurable action to achieve a goal. Example — "To reduce peak-hour traffic congestion to service level "C" by 1988."

Policy (1): A collective term describing those parts of a general plan that guide action, including goals, objectives, policies, principles, plan proposals, and standards in both text and diagrams.

Policy (2): A specific statement guiding action and implying clear commitment. Example — "Recreational uses in wildlife refuges and nature preserves shall be limited to those activities which are compatible with maintaining the environment with a minimum of disruption, such as hiking and horseback riding."

Implementation Program (Action Program): A coordinated set of measures to carry out the policies of the general plan. Example — Open space action program for implementing open space policies.

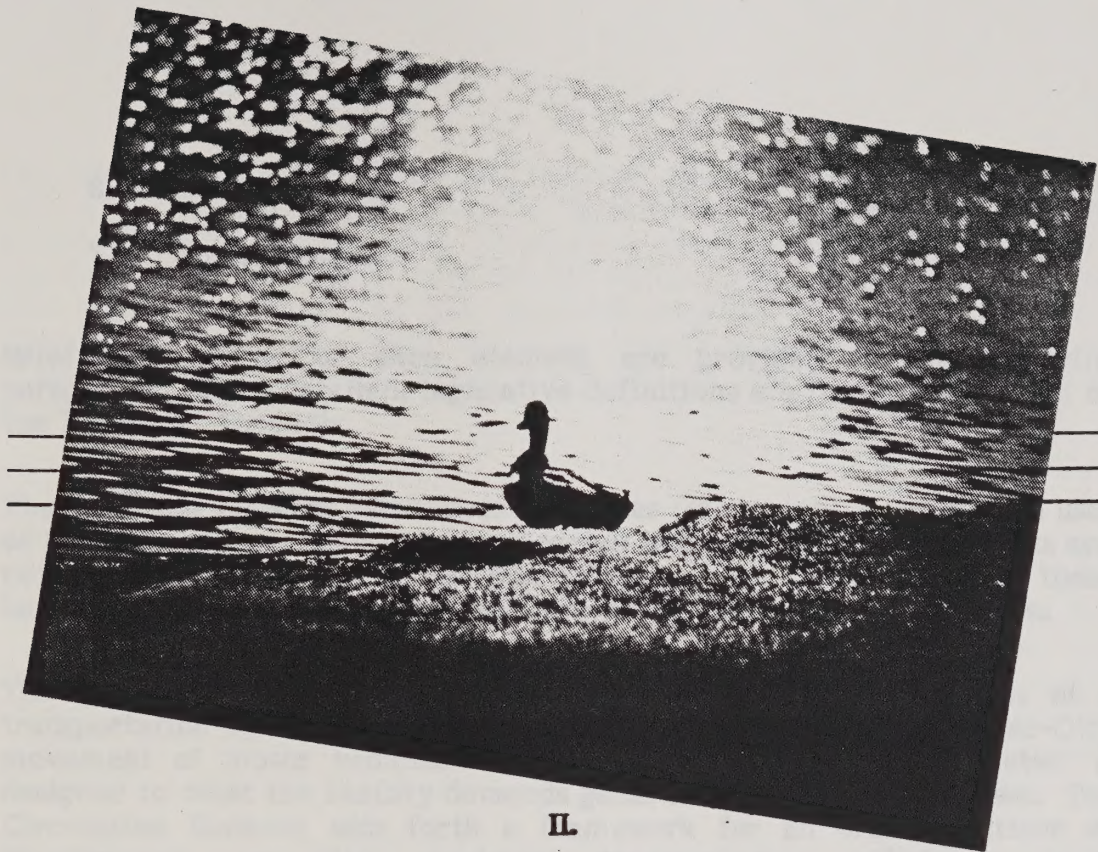
Implementation Measure: An action, procedure, program or technique that carries out general plan policy. Example — "Develop a geologic hazard overlay zoning classification and apply it to all geologic hazard areas identified in the general plan."

Several of the elements have terms unique to their intent and purpose. For instance, the "housing" element is the only one which refers to the planning term "objectives." In this instance, the term means "numerical targets" which are to represent the maximum feasible effort by the City and which can be achieved during a five-year time period. Another example is the "noise" element which contains many technical terms and concepts.

The terms and concepts unique to each element are discussed in the Technical Appendix. In addition, the intent and purpose of each element is described briefly in the discussion of each element. The legislative definitions of each element, which are often quite lengthy, also are found in Section K of the Technical Appendix.

2. GENERAL PLAN SUMMARY

2. GENERAL PLAN SUMMARY



II

GENERAL PLAN SUMMARY

General Plan Overview

A major function of the General Plan is to consolidate all of the elements into a common format and thereby provide an opportunity to establish a uniform data base and set forth consistent and contemporary policy statements. Since 1968, the Planning Commission and City Council have adopted several elements acknowledging local needs and changing planning requirements under California planning law.

As of 1986, the City's General Plan was comprised of several individual and unrelated documents. Many of the "elements" were prepared and adopted over 10-years, spanning the period of 1973 to 1983. Under these circumstances, the format and structure of each element differs as do the depth and quality of the technical data.

The General Plan is comprised of the following seven mandated elements and one optional element:

1. Land Use Element
2. Circulation Element
3. Housing Element
4. Open Space & Conservation Elements (combined)
5. Parks & Recreation Element (optional)

6. Safety Element

7. Noise Element

Brief descriptions of each element are provided in the following paragraphs. More detailed, legislative definitions are found in Section K of the Technical Appendix.

The **Land Use Element** establishes guidelines for the public and private uses of land, including residential; commercial; industrial; open space, parks and recreation; and public facilities and buildings. The element explains these land use categories and, in text and map form, identifies their location.

The **Circulation Element** establishes a plan for the achievement of a transportation system which provides for efficient intra-and inter-City movement of motor vehicles. The circulation/transportation system is designed to meet the facility demands generated by planned land uses. The Circulation Element sets forth a framework for an orderly pattern of development, providing maximum transportation efficiency while minimizing adverse impacts to the City's environmental quality.

The **Housing Element** is concerned with how well the current and future housing supply meets the needs of Brea's residents. The element, in particular, deals with the physical condition of housing; financial assistance needs of resident households; need for new housing construction; improving upon the City's role in housing; and achieving equal housing opportunity.

The **Open Space and Conservation Elements** designate open space areas for the following purposes: managed production of resources; outdoor recreation; public health and safety; and preservation of natural resources. The Conservation Element deals with the conservation, development and utilization of natural resources.

The **Parks and Recreation Element** provides a comprehensive analysis, policy recommendations and implementation plan to guide the development, maintenance and operations of the City's park and recreation resources to the Year 2000. The Element is an optional element of the General Plan and updates the 1976 Master Plan of Parks and Recreation.

The **Safety Element** is intended to establish information and guidelines which result in protecting the Brea community from any unreasonable risks associated with the effects of seismically induced hazards; other geologic hazards; flooding; wildland and urban fires, and hazardous wastes. This element also addresses items related to fire hazards such as evacuation routes, peak load water supply requirements and minimum road widths and clearances around structures.

The **Noise Element** will affect the existing and future developed areas of the City. The purpose of the Noise Element is to provide information on current and future noise levels in the City. This information then is used to identify the most suitable locations for various land uses, especially those that are particularly sensitive to noise impacts. The adopted Noise Element also will facilitate the enforcement standards and codes and thereby protect the health and well-being of the persons living and working in Brea.

Major Issues and Opportunities

Most of the **land use** related issues occur within well-defined areas of the City including Good Old Brea, South Brea Boulevard, Central Brea residential neighborhoods, Imperial Highway commercial corridor and the Carbon Canyon Specific Plan Study Area. Except for the latter area, the land use issues relate primarily to the future character of already developed areas and appropriate standards to encourage development that will alleviate current problems. In addition, there is development pressure occurring in the Sphere-of-Influence at the City's urban/suburban edge.

Land use opportunities exist with respect to planned development of vacant sites in the City proper, Carbon Canyon area, and in the Sphere-of-Influence at the City's urban/suburban edge. In addition, through the Land Use Element, the City may establish contemporary land use categories to respond to land use issues and opportunities. Finally, the adoption of the Land Use Element will establish a framework for the preparation, adoption and implementation of a modern Development Code and Manual.

There are several **circulation/and transportation** issues and are included in the following list:

- The deletion of the proposed Beach Boulevard and Imperial Highway Freeways from the planned circulation system has impaired the region's traffic carrying capabilities because substitute facilities have not been planned or constructed.
- Natural and man-made physical features act as circulation barriers which limit travel through Brea as well as to the rest of the region. Among the natural features are hills, ridges and canyons. Among the man-made physical features are freeways, rail lines, flood control channels, golf courses, parks and cemeteries.
- Several intersections have traffic flow and physical lane characteristics which impede efficient circulation.

- If proposed development plans in the vicinity of the Brea Mall are implemented, existing circulation problems will increase.
- Currently there is peak hour congestion on Carbon Canyon Road.
- Planned future development in the Carbon Canyon/Chino Hills area will exceed the roadway capacity of Carbon Canyon Road unless alternative routes are established such as the proposed Soquel Canyon Road.

Among the circulation opportunities are the following:

- An adequate circulation system for the Carbon Canyon area can be provided prior to development.
- The North Orange County Circulation Study (NOCCS) provides a data base and a model to evaluate circulation needs within a regional context.

Housing needs in Brea, as in other southern California communities, exceed the local capacity to fully address them. There are land supply constraints and funding resources are available only in limited amounts from the State and Federal governments. Significant constraints which affect the ability of the City of Brea and the private sector to address the several needs analyzed may be categorized as limitations imposed by market economics, physical factors (land availability and suitability), and governmental constraints.

Housing opportunities include the availability of financial resources and incentives to promote residential rehabilitation. In addition, development of existing sites in the Central and suburban areas could meet most of the housing production needs. Finally, there are several creative ways in which the Redevelopment Agency's "Affordable Housing Fund" may be applied to address a variety of housing needs.

There are current unmet **open space and conservation** outdoor recreation needs and projected needs to the year 2000. Some potential hazard conditions exist, including fires in the undeveloped hill and canyon area; a few areas are flood prone; and potential hazards due to earthquake activity.

Public open space is extensive and additional land is proposed. Other resources include major rock outcroppings, major vegetation in the riparian and oak-woodland associations, and the diversity of wildlife which is related to the vegetation located in the planning area. In addition, open space for outdoor recreation includes highway corridors that have scenic, cultural, or historic value.

With respect to **parks and recreation**, several issues and opportunities are identified on the basis of the background needs, standards, existing facilities, demographic trends and other related information. Among the major issues are those listed below:

- Determination of the compatibility between the needs of the people as identified by the socioeconomic profile and the existing park and recreation resources.
- Determination of the existing and future recreation and park needs.
- Identification of ways to reduce maintenance costs.
- Renovation of existing parks based upon priority.

Among the opportunities related to parks and open space are the list below:

- Account for private recreation facilities in general industrial/office area.
- Development of commercial leases within certain parks to provide revenues for maintenance and capital improvements.
- Continued development of joint use recreation facilities within existing resources such as school property and flood control facilities.

Safety issues include ground shaking associated with active and potentially active fault systems which is likely to occur sometime in the future. The most severe ground shaking would result from earthquake activity on the Whittier Fault Zone. Other issues relate to the stability of natural slopes, and liquefaction in areas of Carbon Canyon, potential flooding and a remote possibility of dam failure at the Carbon Canyon Dam and at the Orange County Reservoir.

Opportunities for addressing safety issues include existing zoning to guide land use planning and the City's Emergency Plan. In addition, the Whittier Fault Zone has been identified on the City's zoning map. The safety related issues will be further considered during the preparation of the Development Code and Manual.

Noise generated by vehicular traffic is the most significant noise source in the planning area. Significant increases in vehicular traffic noise will result from continued development throughout the City. Schools, hospitals, rest homes and residential neighborhoods are the most noise sensitive land uses.

Opportunities for addressing noise concerns include enforcement of noise related standards and codes. In addition, the detailed data included in the Technical Appendix provides a framework for identifying where site specific acoustical analysis should be required.

Goals, Policies & Objectives

Each of the mandated and optional elements includes a statement of goals, policies and objectives. Among the major goals are the following:

- To promote the safe and efficient movement of people and goods.
- To support and endorse the State housing goal ". . . of a decent home and a satisfying environment for every Californian."
- Provide a flexible and balanced open space plan which responds to existing and future development and the City's needs and ability to serve these areas.
- Protect the public health and welfare of the community through identification and control of unhealthful and hazardous conditions in the City.
- Enhancement of the quality of life thorough recreation for all of Brea's citizens.
- Orderly development and expansion of the City's recreation and park system based upon current conditions and future projections.
- To provide a safe and healthful environment for the Brea community.
- To minimize the potential for loss of life and property in the event of a seismic event.
- To minimize noise impacts to the people who live and work in Brea.
- To control noise in Brea for the protection of the health and well being of the current and future citizens.

Implementation Programs and Measures

Each element contains a detail list of actions and measures to assist in the achievement of the goals, policies and objectives. The major implementations programs and measures are listed below:

- Adopt and continue to implement the Land Use Element map which is shown on Exhibit 5.
- Prepare, adopt and implement a modern Development Code and Manual which effectively meets the intent and purpose of the Land Use Element.
- Adopt and continue to implement the Circulation Element map as shown on Exhibit 6.
- Conserve existing affordable housing and provide for adequate housing sites.
- Assist in the development of affordable housing.
- Adopt and continue to implement the Open Space/Conservation Element maps for Outdoor Recreation; Managed Production of Resources; Public Health and Recreation; and Preservation of Natural Resources. Open space land for outdoor recreation is incorporated in the Master Plan for Parks and Recreation.)
- Prioritize implementation steps for parks and recreation include restoration of Arovista Park; development of the Sports Complex and construction of a restroom facility for Greenbrier Park.
- Relevant City codes and ordinances shall be evaluated and revised, as appropriate and necessary, to protect the Brea community from hazards resulting from seismically-induced events, flooding and fires. These codes and ordinances include the following: a) Zoning Ordinance; b) Uniform Building Code; c) Uniform Housing Code; and d) Uniform Fire Code.
- Codes and ordinances regulating fire safety, hazardous housing, and inferior building conditions will be enforced and shall be continually reviewed and improved, as appropriate and necessary.

- In certain areas where arterials are adjacent to residential neighborhoods, truck traffic will continue to be restricted.
- Noise contour maps and noise contour tables have been developed (refer to Section J of the Technical Appendix).
- Noise standard and ordinances will be adopted by the City.
- Utilize financial resources from the Community Development Block Grant Program and other appropriate programs to encourage maintenance and rehabilitation of structures and buildings of historic interest.

Internal Consistency

There are several factors which contribute to the legal adequacy of a general plan under the current mandates of California planning and zoning law. One of the most crucial factors is referred to as "internal consistency." In 1975, the Legislature reaffirmed the unitary nature of the general plan by adding Government Code Section 65300.5:

In construing this article, the Legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.

For example, are the data, assumptions and projections for population and housing used in a housing element the same as those referenced in a parks and recreation element. Another illustration are the goals and policies — do they reenforce one another or are these contratictions. Still another example are the policies affecting a geographic area — are they intended to achieve the same physical conditions or are they incompatible?

Internal consistency of the Brea General Plan Elements is explained in the following paragraphs. That discussion is followed by an explanation of the requirement for zoning to be consistent with the General Plan.

The Land Use Element establishes guidance for the development of several other elements, including housing, circulation, open/space conservation and parks and recreation. At the same time, the Land Use Element is prepared on the basis of technical and policy input of, in particular, the Safety Element Open Space/Conservation Element, Noise Element and Housing Element.

The Circulation Element maintains a functional relationship with the Land Use and Noise Elements. The Land Use Element prescribes appropriate land uses which are compatible with the volumes and types of traffic projected for each arterial of the transportation network. In a similar fashion, the Circulation Element's implementation measures are intended to reduce the adverse effects of vehicular traffic on the unique environmental character of the City, such as its residential and business land-use activities, as well as pedestrian safety.

The Housing Element is especially related to the Land Use Element. The provision for adequate housing sites (which is a required part of the Housing Element) is consistent with the residential designations of the Land Use Element.

Internal consistency between the Open Space Element and Conservation Element is achieved since they are combined into one document. The issue of "scenic highway corridors" is handled within the context of this combined element. Besides the foregoing, the open space issued of outdoor recreation is addressed by the Parks and Recreation Element.

Noise Element information is a continuing guideline for the Land Use Element. Lastly, the Noise Element suggests and the Circulation Element incorporates the idea that it may be useful to regulate traffic volume and limit the trucks on some roadways. The data included in the Technical Appendix establishes a means for continually monitoring the appropriate land used in the City.

Besides "internal consistency" there also must exist consistency between the General Plan and implementing zoning. The Attorney General in 58 Ops. Cal. Atty. Gen. 21 (1975) stated:

. . .As a general approach we endorse the statement in the "General Plan Guidelines" that "The zoning ordinance should be considered consistent with the general plan when the allowable uses and standards contained in the text of the zoning ordinance tend to further the policies in the general plan and do not inhibit or obstruct the attainment of those articulated policies." General Plan Guidelines, September 1973, Council on Intergovernmental Relations, page II 11-13.

A major step toward achieving the goals, policies and objectives of the General Plan and other elements will be the completion of a modern Development Code and Manual. This code and manual will be particularly designed to implement the intent and purpose of the approved land use categories and Land Use Element Map.



3. LAND USE ELEMENT

3. LAND USE ELEMENT



III. LAND USE ELEMENT

Introduction

The Land Use Element establishes guidelines for the public and private uses of land, including residential; commercial; industrial; open space, parks and recreation; and public facilities and buildings. The element explains these land use categories and, in text and map form, identifies their location.

The location of land uses is identified for the City and the Sphere-of-Influence. In deciding upon the proposed land use locations, the element incorporates the land use-related conclusions of other elements, particularly the Housing, Open Space & Conservation, and Parks & Recreation Elements. The Carbon Canyon Specific Plan and Downtown Specific Plan, as adopted by the City Council, will be incorporated in the Land Use Element.

Background data on existing land uses are contained in Section A of the Technical Appendix. The list below presents the major conclusions relating to the existing and future use of land in Brea.

1. Brea consists of three major areas including the primarily developed City proper, the rural Carbon Canyon area and the undeveloped Sphere-of-Influence.

2. Most of the currently residential, commercial and industrial areas within the City proper already is developed with the exception of a few key vacant parcels and additional sites in neighborhoods undergoing a land use transition.
3. Most of the developed area will remain as is for the foreseeable future and certainly through the Year 2000.
4. Only the developed Central Brea Area is planned to complete a transition stage as existing uses change to other uses with a difference in character and intensity. (This transition will be guided by a Specific Plan for the Downtown area which encompasses Good Old Brea, South Brea Boulevard, Imperial Highway and the Central Brea area).
5. Locations in the Central Brea Area of greatest interest for redevelopment include those designated for multi-family residential land uses and the commercial corridors extending along Brea Boulevard from Acacia Street to Lambert Road and Imperial Highway from Berry Street to Laurel Avenue.
6. Several major vacant sites are presently in the detailed planning and development stage.

Exhibit 3 on the following page depicts the existing land use pattern.

Issues and Opportunities

Several land use issues and opportunities were identified following a review of the following: 1) 1968 General Plan; 2) Parks & Recreation Element; 3) Carbon Canyon Specific Plan; 4) Zoning Ordinance; 5) nature, location and intensity of the existing uses of land; and 6) amendments to the 1968 Land Use Element. A list of land use-related issues and opportunities is presented below:

Issues

1. Central Brea Area:

- The character of older Brea is changing in terms of size, scale and design.
- whether a few single-family blocks should be preserved or retain the multi-family designation
- establishing the most effective methods for achieving the transition from single-family neighborhoods to multi-family uses
- maintenance of older residential neighborhoods
- deciding on the most appropriate density patterns for the area.
- designating land in Central Brea for open space and park uses

2. Brea Boulevard from Acacia Street to Imperial Highway:

- determining the appropriate depth for commercial land use to encourage sound development in the future
- meeting the parking requirements of the retail/office/service establishments along the corridor
- establishing development standards for existing and future development

3. Brea Boulevard from Imperial Highway to Lambert Road:

- the boundaries and future character of development in the "Good Old Brea" area
- future development of the vacant site located at Brea Boulevard and Cypress Street

4. Carbon Canyon Specific Plan Study Area:

- effects of continued development in accordance with the Chino Hills Specific Plan
- present and ultimate capacities of circulation and public services and utilities and the relationships of phasing of development to these systems
- costs of providing and maintaining service and infrastructure systems
- need to revise and update the current City hillside policies, grading criteria and development regulations, and to match these revised standards, to a land use plan for the Canyon area
- to improve upon the aesthetics of the canyon area in addressing visually sensitive areas, Carbon Canyon Road and Soquel Canyon Road, street landscaping and establishing criteria for the continued protection of important natural resources such as oak groves

5. Sphere-of-Influence Area:

- there is a need for a new high school site and the most appropriate location may be within the Sphere-of-Influence
- some land in the Sphere is at the City's urban/suburban edge and there exists near-term land use development pressures (e.g., Associated Road/Lambert Road)
- retaining some of the remaining land in the Sphere for hillside residential and for future park purposes

Opportunities

1. Responding to a variety of land use issues by revising the categories of land use to reflect existing and future development and achieve consistency between the Land Use Element text/map and the Zoning Code text/map.
2. Responding to the Carbon Canyon study area issues through adoption and implementation of a preferred Specific Plan for this area of the City.
3. Designating a 40-acre vacant site located on Central Avenue for appropriate high density residential land uses and a neighborhood park.

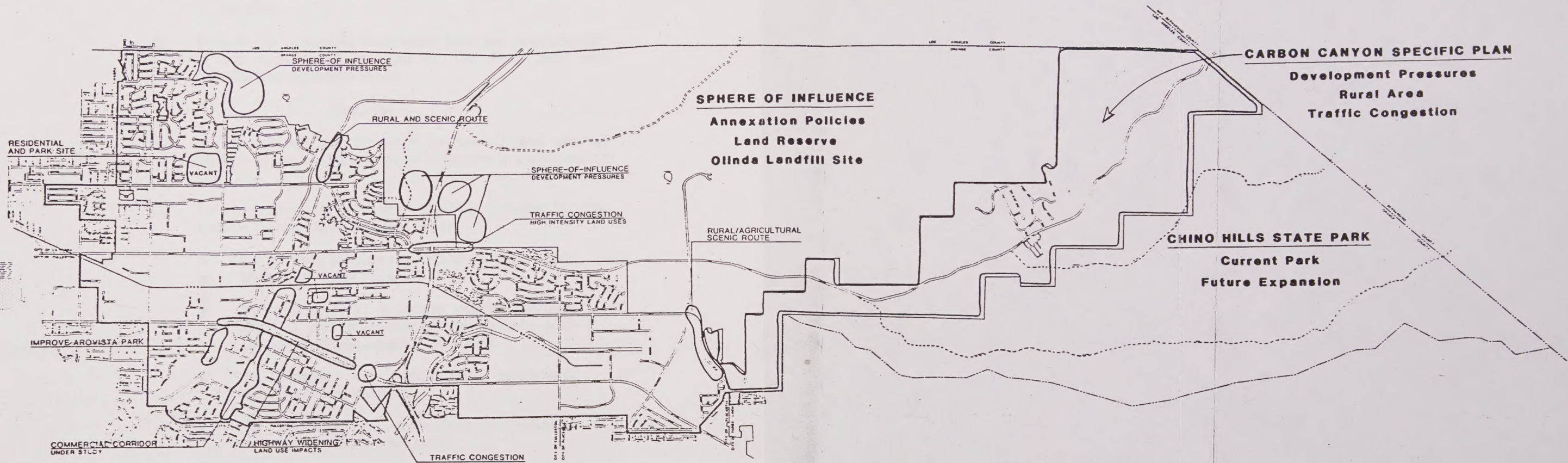
Exhibit 4 on the following page presents an illustration of the land use issues and opportunities in several locations within the planning area.

Goals, Policies & Objectives

Almost 17 years have passed since adoption of the City's first comprehensive General Plan. Several important aspects of that plan have been implemented consistent with the goals and policies established at that time. The goals of the 1986 General Plan are stated in the following list.

Goals

1. Achieve a rural-suburban-urban city with land uses which meet the needs of Brea's neighborhoods, the entire community and regional employment, shopping and housing needs.
2. Provide for residential and commercial land uses in areas of the Sphere-of-Influence which are located adjacent to the suburban-urban edge of the incorporated City.
3. Designate the Carbon Canyon area primarily as a residential community offering a variety of residential densities and housing types with support commercial and commercial recreation uses within the context of a rural environment.



ISSUES & OPPORTUNITIES MAP

CITY OF BREA

EXHIBIT 4



4. Provide for a balanced land use distribution in Brea's neighborhoods, including single-family and multi-family housing; convenience and neighborhood shopping centers; park and recreation uses; and other appropriate uses.
5. Provide for land use development and employment expansion in the western and eastern industrial sectors of the City.
6. Provide for urban-regional scale land use development in the centralized location of the Brea Mall and immediately adjacent areas.

Policies

1. To permit only low intensity residential land uses as hillside areas of the Sphere of Influence are annexed to the City.
2. To implement the following planning policies for the Carbon Canyon Specific Plan area:
 - To provide housing opportunities compatible with a rural environment.
 - To provide and maintain public services, utilities and amenities commensurate with the level of development proposed.
 - To assist in completing community transportation linkages.
 - To provide a safe, convenient and efficient internal circulation network.
 - To preserve and/or enhance significant natural resources onsite.
 - To promote a balanced open space system between active, usable recreational areas and more passive open space areas.
3. To retain the land uses which have been designated for most of the remaining areas of the City, including the residential, commercial and industrial sectors.

4. To promote the revitalization and recycling of neighborhoods in Central Brea to medium and high density residential land uses offering ownership and rental housing opportunities through development of a Towne Plaza Specific Plan.
5. To promote the commercial viability of the "Good Old Brea" area and the commercial corridors along Brea Boulevard and Imperial Highway through the development of a Towne Plaza Specific Plan.

Objectives

1. To establish zoning districts that meet the goals and policies of the Land Use Element and the intent and purpose of the land use categories.
2. To establish five residential land use categories to guide land use development in the City proper and Sphere of Influence.
 - Rural Residential: 1 dwelling unit per 5 acres
 - Hillside Residential: 1 to 2 dwelling units per acre
 - Low Density: 1 to 6 dwelling units per acre
 - Medium Density: 6.1 to 12.0 dwelling units per acre
 - High Density: 12.1 to 24.89 dwelling units per acre
3. To establish four commercial land use categories to account for existing and future development, as follows:
 - General Commercial
 - Neighborhood Commercial
 - Regional Commercial
 - Office/Financial Commercial
4. To establish two industrial land use categories to reflect current and planned development, as follows:
 - Light Industrial
 - General Industrial

5. To establish an "open space/parks/recreation" land use category for purposes of designating the location of public neighborhood, community, regional and State parks; public golf courses; and other similar uses.
6. To establish a "public facilities and grounds" land use category which includes the location of the following uses: Civic Center; fire stations; post office; corporation yard; and the elementary, junior high and high schools.
7. To establish a "specific plan" land use category for the Carbon Canyon area, Downtown (Towne Plaza) area, Tomlinson property and other areas, which in the determination of the City Council, merit special planning emphasis.

Implementation: Action Programs

The following measures and action programs are adopted for purposes of implementing the Land Use Element of the General Plan.

1. Adopt and continue to implement the Land Use Element map which is shown on Exhibit 5. (The official Land Use Element Map is available at the Department of Development Services.)
2. Prepare, adopt and implement a modern Development Code and Manual which effectively meets the intent and purpose of the Land Use Element.
3. Implement the residential land use categories through the following or appropriate successor development districts:
 - Rural Residential: RHR District + Specific Plan
 - Hillside Residential: RH District + Specific Plan
 - Low Density Residential: R1 District + Specific Plan

- Medium Density Residential: R2 District
 - High Density Residential: R3 District + Specific Plan
 - Certain areas in the Sphere-of-Influence are intended to have a base district with an SP (Specific Plan) Overlay. The SP overlay will require detailed development plans prior to approval of specific projects.
4. Implement the commercial land use categories through the following, or appropriate successor, development districts:
- General Commercial: C-G General Commercial Zone
 - Neighborhood Commercial: C-N Neighborhood Commercial Zone
 - Regional Commercial: C-C Major Shopping Center Zone
 - Office/Financial Commercial: C-P Commercial, Administrative and Professional Office Zone
5. Implement the industrial land use categories through the following, or appropriate successor, development districts.
- Light Industrial: C-M Commercial Industrial Zone; M-1 Light Industrial Zone; and M-P Planned Industrial Zone
 - General Industrial: M-2 General Industrial Zone
6. Implement the Open Space/Parks/Recreation designated areas through the following, or appropriate, successor, development districts:
- Residential Zones: RH Hillside Residential; R1-H Single Family - Hillside; R1 Single Family; R2 Multiple Family; R3 Multiple Family; and PC Planned Community
7. Complete detailed land use studies for certain areas of the City including the Brea Boulevard and Imperial Highway commercial corridors; Central Brea residential neighborhoods; Sphere-of-Influence; and others to be determined in the future.

8. Establish annexation policies affecting land use and future infrastructure/public facilities impacts.
9. Continue to require fiscal impact reports on new development proposals that require annexation to the City.
10. Prepare an "Annual Report" for the Planning Commission and City Council on yearly activity and progress on General Plan implementation
11. Annually the Planning Commission and City Council will review the residential densities which are designated on properties located in the Sphere-of-Influence.
12. Continue to implement the "Arts in Public Places Program" in the future.
13. Provide a comprehensive set of plans, regulations and criteria to guide the orderly development of the Carbon Canyon area through adoption and implementation of a Specific Plan.
14. Stimulate the responsible redevelopment and revitalization of the downtown area through adoption of a Towne Plaza Specific Plan.



General Description of Land Use Element

There are five major categories designated by the Land Use Element of the General Plan, as listed below and explained in the paragraphs that follow.

- Residential
- Commercial
- Industrial
- Open Space/Parks/Recreation
- Public Facilities and Grounds

Residential

Five residential categories are designated by the Land Use Element as listed below:

- Rural 1 dwelling unit per 5 acres

Very low density development in areas where the topography is generally steep with limited area suitable for development.
- Hillside 1-2 dwelling units per acre

Low density development in hillside areas, where grading is minimized to retain slope stability and to protect scenic resources.
- Low Density 1-6 dwelling units per acre

Single family homes developed on conventional lots.
- Medium Density 6.1-12.0 dwelling units per acre

Multiple-family housing including existing mobile home parks, condominium developments and apartment housing.

● High Density

12.1-24.89 dwelling units per acre

Multiple family housing consisting of condominiums and apartment developments.

The residential densities noted in the previous page are "gross" densities which means the total number of housing units permitted per acre.

Commercial

Four commercial categories are described in the Land Use Element.

- General Commercial
- Neighborhood Commercial
- Regional Commercial
- Office/Financial Commercial

General Commercial

The broadest range of commercial uses permitting retail sales, offices, service and repair establishments and highway related uses.

Neighborhood Commercial

Refers to neighborhood shopping areas providing retail goods and services to residents in the immediate vicinity.

Regional Commercial

Refers to Brea Mall, the major commercial center in the City.

Office/Financial Commercial

Refers to areas designated for the development of administrative and professional offices, support services and financial institutions.

Industrial

There are two types of industrial areas:

- Light Industrial
- General Industrial

These categories are described below:

Light Industrial	Industrial parks and warehousing and ancillary or compatible land uses.
General Industrial	Provides for more intensive industrial uses, separating such areas from less compatible land uses.

Open Space/Parks/Recreation

This category is applied to appropriate locations for public neighborhood, community, regional and State parks; cemeteries with substantial open space; public golf courses; open space areas; greenbelts; and similar uses.

Public Facilities and Grounds

Designates public uses such as the Civic/Cultural Center, fire stations, schools and the post office.

Buffer Land Use

In addition to the foregoing major land use categories, there also is a "buffer" land use category which is shown in areas requiring landscape treatment to enhance the compatibility of non-residential uses, such as industrial and the Olinda landfill site, from adjacent or nearby existing and future housing developments. This land use category also is applied in areas that are subject to potentially excessive noise impacts such as the undeveloped areas along the freeway corridor.

Specific Plan Land Use Category

This category is applied to areas of the City which are designated for "Specific Plans" to be prepared in accordance with the requirements of the California Government Code (Sections 65450 through 65507). The Specific Plan land use category is designated to allow the Planning Commission and City Council to designate areas subject to detailed planning "as necessary and convenient for the systematic execution" of the General Plan.

Three areas are designated on the Land Use Element map for the preparation and adoption of Specific Plans that are intended to guide the implementation of each element of the General Plan, as appropriate, necessary and convenient. These areas are listed below:

1. Carbon Canyon
2. Downtown
3. Tomlinson (Central and Berry)

In addition, most of the area in the Sphere-of-Influence is designated as "rural residential" or one dwelling unit per five acres. It is the policy of the General Plan to establish a Specific Plan Land Use category for future development exceeding 25 acres in size within the Sphere-of-Influence area. However, the Planning Commission and City Council may require a Specific Plan for any other areas or size of development under 25 acres, if it merits special planning emphasis and it is deemed necessary to implement the General Plan. The preparation, processing and adoption of a Specific Plan is pursuant to California Government Code Section 65450; 65507.

One objective of the SP land use category is to provide a General Plan framework for the designation of areas requiring further detailed planning as well as a general indication of appropriate boundaries, land use classifications and associated land use intensities, and to pinpoint General Plan goals, policies and objectives that should be implemented within the context of the Specific Plans. The General Plan framework for the Specific Plans is provided in a general description of the nature, scope and character of the detailed planning that is recommended in the Land Use Element for the three areas noted above. In addition, for purposes of guaranteeing internal consistency, statements are incorporated in each element or section of this General Plan, as may be appropriate and necessary, to guide the formulation and adoption of the Specific Plans.

In the following material, the Land Use Element is described for the major sectors of the planning area. These include: the City proper; Sphere-of-Influence; SP-1, Carbon Canyon; SP-2, Downtown or Towne Plaza; SP-3, Tomlinson Property.

City Proper

Most of the areas currently designated residential, commercial or industrial within the City proper are already developed with the exception of some vacant parcels and sites. Many of the vacant parcels and sites, such as the 18-acre site at Lambert Road and the Orange Freeway, already are approved for development. In addition, development in the area across from the Mall at Birch Street and State College Boulevard has been approved through a General Plan Amendment and Development Agreement. This area and the Mall are designated "Regional Commercial." Other commercial and industrial properties in the Western and Eastern Industrial areas will develop in the future consistent with the adjacent properties.

The most significant residential parcels consist of a 39-acre site at Central Avenue and Berry Street; an 11-acre site at the former Valencia Elementary School; and an 8-acre site at Central Avenue and Tamarack Street, adjacent to the Raintree and Heritage apartment developments. The 39-acre parcel merits further detailed planning consideration and, for this reason, the "Specific Plan" land use category has been applied to this site. The 11-acre site is designated "medium density" which is compatible to the adjacent neighborhood land uses consisting of condominium and mobile home park uses. The 8-acre site is planned as "high density" which is consistent with surrounding residential land uses.

Most of the already developed area will remain as is through the year 2000. Only the developed Central Brea area is planned to complete a transition as existing uses change to other uses with a different character and intensity. Locations in the Central Brea area of greatest interest include those designated for multi-family residential land uses and the commercial corridors extending along Brea Boulevard from Acacia Street to Lambert Road and Imperial Highway from Berry Street to Laurel Avenue. A Specific Plan, as adopted by the City Council, will spell out in greater detail the future development character of the Central Brea area.

Sphere-of-Influence

Most of the Sphere-of-Influence will remain in open space uses. The existing area of the Chino Hills State Park is designated as open space. The expansion area of the State Park is designated as "rural residential." However, as soon as the expansion property is owned by the State the General Plan policy is to recommend a reclassification to "open space."

The existing Olinda landfill site also is designated as public facility; however, the long-range goal of the City is to designate this area for open space. The "Buffer" land use category is applied to areas between the landfill site and adjacent existing and future developments. The Boy Scout Reservation, which is under private ownership, is designated for the lowest residential density category of 1 dwelling unit per five acres. Areas immediately adjacent to the intersection of Tonner Canyon Road and the Orange (57) Freeway are shown as general commercial to indicate the goal for enterprises such as a car mart and a public transportation center.

Properties which may be annexed in the near future or which are pre-zoned are designated in a land use category. The majority of these lands are for low density residential; in addition, one site is indicated public facility to accommodate the new high school and another site is shown as office and financial because it is adjacent to a site currently under development for that type of use.

All other areas in the Sphere of Influence are designated for the lowest residential categories of one to six dwelling units per acre and of one dwelling unit per five acres although these areas will be re-evaluated on an annual basis, according to policies contained in the Land Use Element of the General Plan.

SP-1 — Carbon Canyon

The Brea City Council authorized preparation of a Specific Plan for the Carbon Canyon area in August 1983 in response to several critical issues affecting this important sector of the community. The material included in the following paragraphs is intended to provide a General Plan framework for the preparation, refinement and adoption of a Specific Plan for the Carbon Canyon area.

Location and Setting: The Carbon Canyon Specific Plan area comprises approximately 1,758 acres, and is located in northern Orange County, adjacent to Los Angeles and San Bernardino Counties. The Specific Plan area is situated in the northwest portion of the City of Brea in the Puente Hills. Regional access is provided by Carbon Canyon Road (State Route 142) which bisects the area and by the Orange Freeway (57), located west of the Carbon Canyon Specific Plan area. Exhibit 5a delineates the boundaries of the specific plan area.

Purpose and Intent: The Specific Plan will provide the City of Brea with a comprehensive set of plans, regulations and criteria, conditions and programs for guiding the orderly development of the Carbon Canyon Area. The Specific Plan assures development of the project area as a coordinated project, allowing a mixture of residential densities and product types, open space, commercial and recreation uses.

Land Use Categories: The Specific Plan will contain five residential land use categories, two commercial categories and an open space category. These land use categories are described in the following material.

Single Family — 1 (SF-1)

The SF-1 land use designation will provide for an overall density of one dwelling unit per five acres. This designation will be typically located on slopes of over 30 percent as well as within canyon areas. Clustering of residential uses within the Specific Plan Area will be encouraged. The Specific Plan will serve to achieve the General Plan goal to site dwelling units within appropriate building locations and in an environmentally sensitive manner.

Limited areas devoted to horse stables and related equestrian uses currently exist in the hillsides and should be a continued allowed use in the SF-1 designation.

Single Family — 2 (SF-2)

This land use classification will apply to the Olinda Village subdivision which is almost built out. This classification should provide for a maximum density of three dwelling units per acre. The land use category should include those areas of the village which are developed or planned as single-family detached residences. The SF-2 classification also should include the Olinda Elementary School, which is administered by the Brea-Olinda Unified School District.

Single Family — 3 (SF-3)

This category should have a maximum permissible density range of three dwelling units per acre and encouraged along canyon bottoms and ridges. The SF-3 density category should allow for both custom and production homes and lots having a minimum area of 5,000 square feet. In addition to single-family detached residences, a range of product types including patio homes, townhomes and condominiums meeting the maximum density criteria area also should be permitted uses within this land use classification.

Multiple Family — 1 (MF-1)

This classification should have a maximum permissible density of ten dwelling units per acre and should be sited in areas adjacent to Carbon Canyon Road. The intent of the General Plan is to permit a variety of detached and attached residential projects, including multiple-family projects, in the Carbon Canyon area.

Multiple Family — 2 (MF-2)

This land use category should have a maximum density of 20 dwelling units per acre. Once again, the aim of the General Plan is to encourage a broad range of residential projects including townhomes, condominiums and multiple family projects, to the extent they are appropriate in the Carbon Canyon area.

Neighborhood Commercial

The commercial land use designation at Olinda Village is intended to provide for the continued operation of the types of neighborhood commercial uses which currently exist there. These include approximately 5,800 square feet of convenience commercial uses, a fast food restaurant, office space and a field office for the City of Brea Fire Department.

Commercial Recreation

The commercial recreation designation is intended for the site of the La Vida Hot Springs which provides commercial recreational facilities, a restaurant and a hotel. Other previously zoned commercial recreation uses within the project area should be designated as permitted uses within each respective land use classification.

Open Space

The open space designation of the Specific Plan area is intended to preserve natural open space areas in order to protect natural resources and public recreational facilities. Meeting this intent within the Specific Plan will serve to implement the goals and policies of the Open Space and Conservation Elements. Those areas which should be designated as open space include Carbon Canyon Regional Park and Chino Hills State Park. The state park expansion area should be classified as public facility until it is owned by the State and then reclassified to open space.

General Locational Criteria: Carbon Canyon features many diverse resources. The area is a well-defined canyon system characterized by prominent ridgelines, steeply sloping terrain and drainage courses, the two primary of which are Carbon Canyon and Soquel Canyon creeks. Several plant communities exist within the area and include oak groves, walnut groves, coastal sage scrub, chaparral, limited riparian and disturbed areas where non-native plants are found.

Geology and soils of the canyon area present constraints upon development due to the presence of the Whittier Fault zone, landslides and related slope stability issues. These and other natural features of the Carbon Canyon area should establish the planning and design parameters for the Specific Plan area.

The Specific Plan should stress the protection of existing ridgelines, significant natural landforms, and major slope areas and incorporate these features within development areas. Residential areas should be concentrated within canyons and on ridgelines having access. Hillside slope areas should be planned for very low density residential uses. The application of design criteria and development regulations, which should be

contained within the Specific Plan, should help to minimize the visual impacts of development on the ridgelines by employing minimum grading techniques, vegetative screening, and architectural treatments.

Goals and Policies: The following goals have been formulated to guide the development of the Carbon Canyon Specific Plan:

- Provide for a community with a balance of land uses and a range of residential housing types.
- Provide for a balance of environmental preservation, safety and economic considerations in formulating a specific plan.
- Preserve natural stream courses, to the extent possible, as identified by the California Department of Fish and Game.
- Provide for a mix of housing types within the canyon area; one that not only responds to prevailing market conditions, but also promotes an environmentally and visually sensitive pattern of growth.
- Provide for an environmental balance between development and identified natural resources.
- Preserve the significant natural resources of the canyon area and protect visually sensitive areas.
- Provide assurances that where development does occur in or adjacent to visually sensitive areas that it occurs in a manner which minimizes effects upon resources.
- Promote the continuation of the rural atmosphere and character which exists in the canyon country.
- Provide for architectural and site design in the canyon area which is sensitive to the topography.
- Provide for recreation opportunities for the canyon area, city and surrounding areas. Each project proposed following adoption of the Specific Plan should include sufficient open space and neighborhood parks on a project-by-project basis. Specific types, sizes and locations of recreational facilities should also be determined on a project-by-project basis.

Implementation Program: The zoning ordinance map and text will be amended to add a Specific Plan 1 (SP-1) district to reference the property development standards to be contained in the adopted Specific Plan for the Carbon Canyon area.

SP-2 — Towne Plaza

The Brea City Council has authorized the preparation of a Specific Plan for the Downtown area of the community. The Specific Plan was prompted by issues and opportunities which were originally recognized in the early stages of the General Plan revision process. The material presented in the following paragraphs is intended to provide a General Plan framework for the preparation, refinement and adoption of a Specific Plan for the Downtown or Towne Plaza area.

Location and Setting: The boundaries of the proposed Specific Plan area are illustrated on Exhibit 5b. The Specific Plan area should generally include all of the properties within a commercial or "Good Old Brea" designation which run adjacent to Brea Boulevard between the southern City limits and Lambert Road and those residentially zoned properties of downtown Brea which were constructed largely prior to 1940.

Purpose and Intent: A Specific Plan designation is indicated on the Land Use Element Map for the Downtown Area. A Specific Plan will be prepared to identify appropriate land uses for this area and to stimulate responsible redevelopment in the downtown area through positive incentives and customized regulations based on comprehensive land use planning techniques. The plan will focus on the rejuvenation of property as well as the rebuilding of infrastructure. The intent of the Specific Plan is to implement the General Plan goals and policies of encouraging the productive use of deteriorated areas and to preserve those areas which remain viable.

Land Use Categories The Specific Plan should contain two residential land use categories, four commercial categories and a public facilities designation. Each land use category is described in the material that follows.

Boulevard Commercial (BBC)— A commercial district intended to provide for a variety of neighborhood-oriented commercial uses and facilities to serve the surrounding area. It is suggested that a minimum lot size of 6,000 square feet be evaluated in further detail for this commercial category (with variable setbacks according to building height). Additional study should be given to establishing a building height of 30 feet and a maximum setback of 25 feet.

Central Brea Commercial District (CBC)— Neighborhood-oriented commercial and service-related retail uses. A suggested minimum lot size of two acres should be explored in greater detail as well as the potential for a maximum site coverage of 40% and maximum building height of 30 feet.

Commercial, Administrative and Professional Office District (CP)- This district should provide for the continued operation and establishment of new private commercial, professional and office uses in the Towne Plaza area.

Imperial Highway Commercial District (ICC)- This commercial district should provide for community-oriented uses such as large-scale food, drug, home appliance and furnishing stores. Establishing a minimum lot size of 10 acres with 40% coverage and a maximum building height of 40 feet should be explored in greater detail in the Specific Plan.

Medium-Density Residential Development District (MDR)- A residential district allowing one dwelling unit for every 3000 square feet of lot area to encourage reinvestment in the district while maintaining the existing environment of moderate densities and family housing should be studied as part of the Specific Plan. The feasibility of creating a minimum lot size of 7,000 square feet will be considered as part of the Specific Plan.

High Density Residential District (HDR)- A residential district intended to encourage the recycling of deteriorated properties in the area to new construction that is compatible with existing residential neighborhoods should be explored. This district should encourage a wide range of housing products and types. The maximum density permitted within the HDR District should probably be 30 dwelling units per acre. Based on further study, these land use intensities may be revised by the Towne Plaza Specific Plan.

General Locational Criteria: The Towne Plaza Specific Plan will encompass an area that is comprised of an established commercial center surrounded by four compact residential neighborhoods. Where revision of the established land use patterns would unduly disrupt adjacent uses, the existing land use patterns should be left intact. The Specific Plan area will be divided into various land use categories according to the factors of similar market potential and similarity of existing development, however.

Goals and Policies: The Specific Plan and subsequent implementing regulations will be focused toward the long-term attainment of the following goals and policies:

- Encourage a pattern of commercial uses which takes maximum advantage of the Towne Plaza's physical, social and economic potential without adversely impacting adjacent viable residential areas.
- Preserve and/or stabilize the residential neighborhoods within the Specific Plan Area through rehabilitation.

- Encourage the recycling of deteriorated or underutilized residential and commercial properties.
- Establish a framework for the engineering and construction of public infrastructure improvements designed to enhance the general environment and provide appropriate service levels for the citizens of Brea.
- Encourage an active partnership between property owners, businesses, the City and the Redevelopment Agency to accomplish the objectives of the Specific Plan.
- Encourage a proper distribution of public, residential and commercial uses providing for a wide range of development opportunities including rental and ownership housing and neighborhood and community level commercial facilities.
- Attempt to accomplish the purposes of the Specific Plan through a system of incentives and voluntary participation rather than exclusively through the regulatory process.
- Establish quality design standards to guide the redevelopment and new construction in the Towne Plaza Area.

Implementation Program: The zoning ordinance map and text will be amended to add a Specific Plan (SP-2) district for the downtown area. The property development standards of the adopted Specific Plan will be referenced in the SP-2 district.

Various development incentives will be utilized to stimulate a public-private partnership for the redevelopment of the downtown area. Negotiations will result in an Owner Participation Agreement (OPA) or Disposition and Development Agreement (DDA) between the project applicant, the City and the Redevelopment Agency. Examples of potential development incentives are as follows:

Site Preparation and Demolition: For development projects that require demolition and site preparation, the Agency may provide assistance by performing these tasks.

Rehabilitation Loans and Grants: In the districts targeted for renovation, the City and Agency may consider providing assistance in the rehabilitation of structures, facades and the replacement of non-conforming signs.

Maintenance and Parking Districts: The City will consider the formation of maintenance and assessment districts to generate front-end capital and assure that all of those benefiting from the districts share in the debt service responsibilities.

The Specific Plan is not limited to these implementation programs only, however.

SP-3 Tomlinson Property

Following adoption of the General Plan, the City Council will consider authorizing the preparation of a Specific Plan for this site in cooperation with the property owner. The site is 39-acres in size and presents several land use opportunities, assuming future development is compatible with surrounding land uses.

Location and Setting: The Tomlinson property is a 39-acre site located at the intersection of Berry Street and Central Avenue. Because it is a significantly large vacant site with a commercial nursery there is an opportunity for detailed planning so that the needs of the site, property owner and community can be fully addressed.

Intent and Purpose: The aim of a Specific Plan for this site is to encourage a diversity of land uses, primarily residential, and to meet the needs identified in the Parks and Recreation Element of the General Plan. Accordingly, a mixture of land uses will be incorporated in the Specific Plan similar to those which currently exist in the Country Hills neighborhood of the City.

Land Use Categories: Four land use categories will be spelled out in greater detail by the Specific Plan, as listed below:

- Low Density — single-family housing.
- Medium Density — multiple-family housing in a "medium" density range.
- High Density — multiple-family housing in a "high" density range.
- Park/Recreation Facility — location and size of a park/recreation facility to meet the needs identified in the Parks and Recreation Element.

The land use intensities for each density category will be spelled out in detail in the Specific Plan. A guide for the intensities are the density ranges included in the General Plan for the City proper area; however, the Specific Plan should include a more exact figure for the dwelling units per acre in each land use category. The location and size of the park facility should be planned in cooperation with the property owner and Parks and Recreation Commission.

Implementation Program: An SP-3 district will be included in the zoning map and text. The SP-3 district will reference the property development standards of the Tomlinson Property Specific Plan.

**EXHIBIT 5
LAND USE ELEMENT MAP**

located in back of book

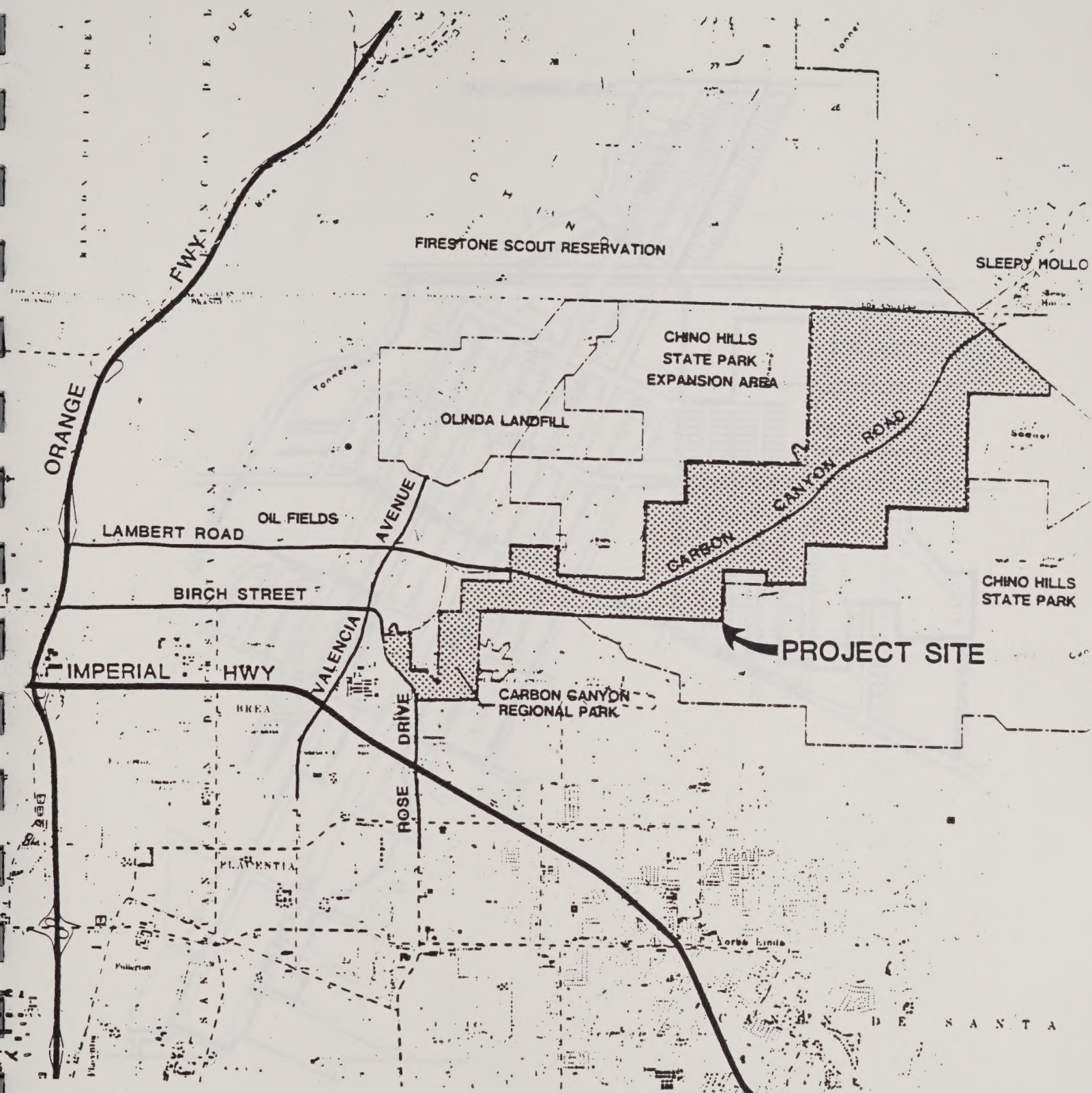
THURMAN

LAURENT ROAD

BURCH STREET

LAND USE
STATE PLAN
EXHIBIT 5

PROJECT SITE



Local Setting
CARBON CANYON SPECIFIC PLAN
City of Brea

SP-1

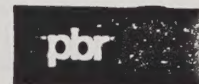
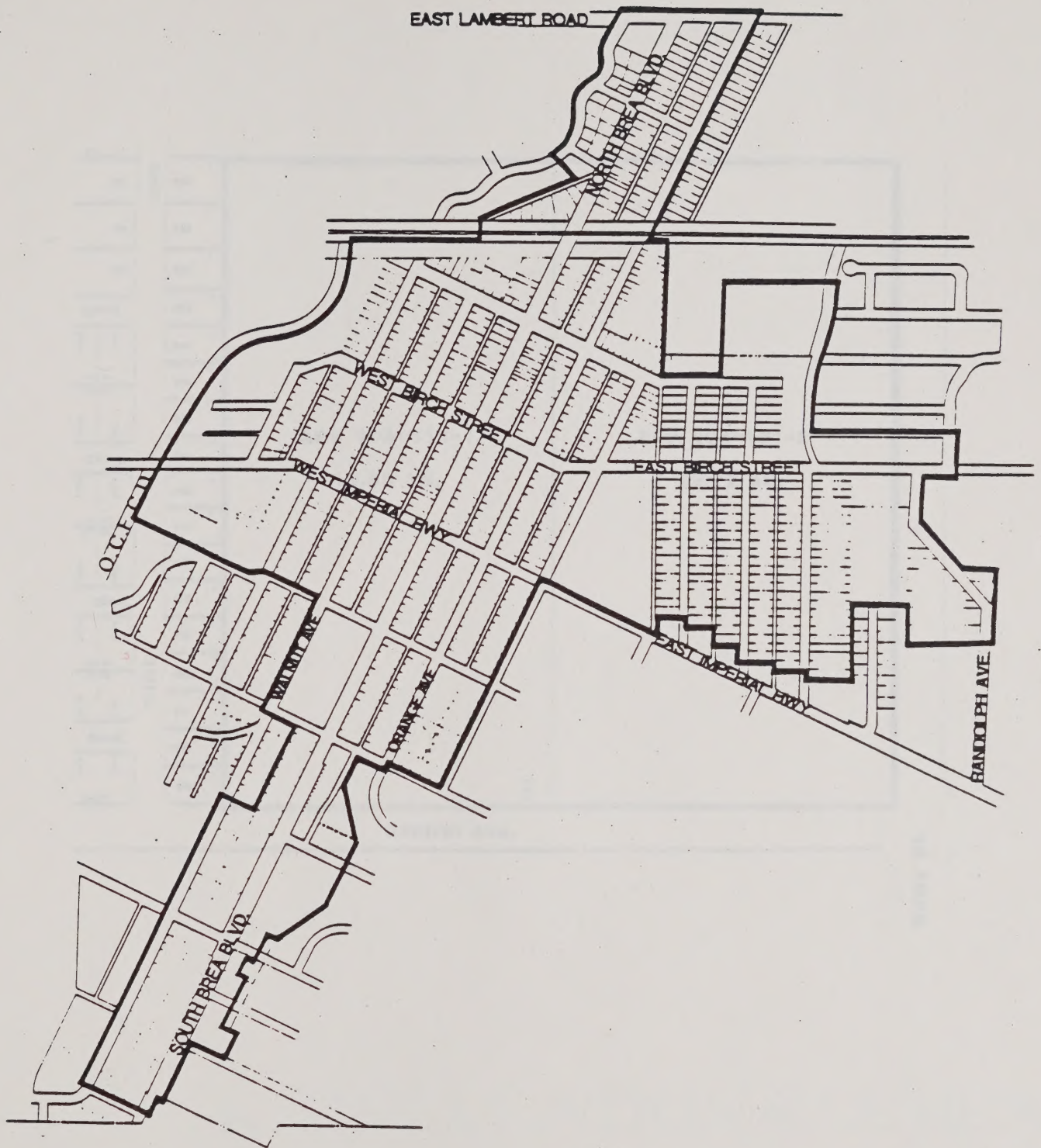


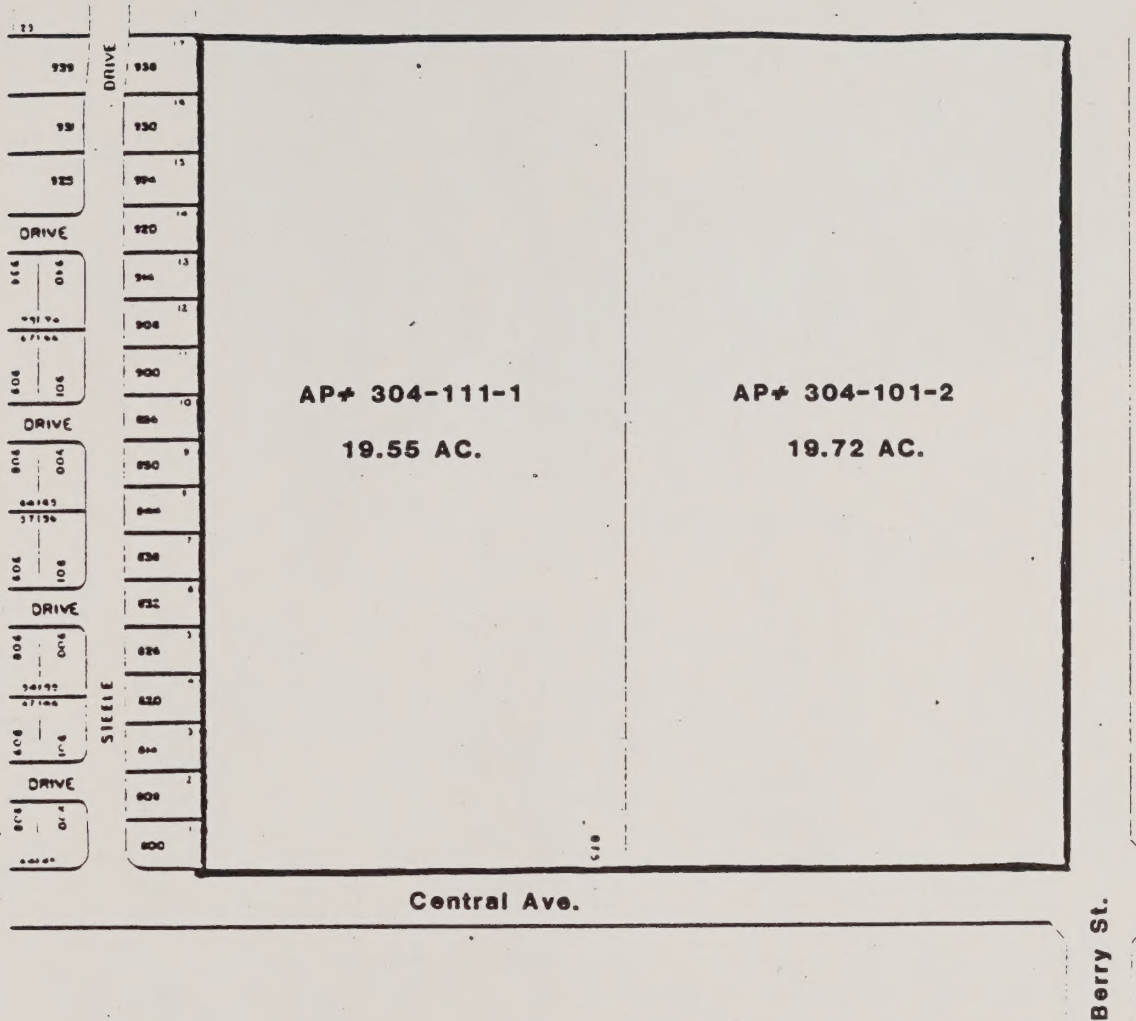
EXHIBIT 5a



0 300' 600' 1200'

EXHIBIT 5b
Specific Plan Area Boundaries

TOWNE PLAZA SPECIFIC PLAN



4. CIRCULATION ELEMENT

TOMLINSON PROPERTY SPECIFIC PLAN

No Scale

City of Brea
May 1986

EXHIBIT 5c

4. CIRCULATION ELEMENT



IV. CIRCULATION ELEMENT

Introduction

The Circulation Element establishes a plan for the achievement of a transportation system which provides for efficient intra-and inter-City movement of motor vehicles. The circulation/transportation system is designed to meet the facility demands generated by planned land uses. The Circulation Element sets forth a framework for an orderly pattern of development, providing maximum transportation efficiency while minimizing adverse impacts to the City's environmental quality.

Background information on the Circulation Element is contained in Technical Appendix C. The background data includes a summary of the North Orange County Circulation Study, the recommendations of that study which prompted changes to the City's Circulation Element in 1982, and the existing and future traffic volumes.

Issues and Opportunities

Several circulation and transportation issues and opportunities were identified following a review of background data. The statement of issues and opportunities is based upon City staff analysis, the North Orange County Circulation Study, the Carbon Canyon Specific Plan Study and several project-specific environmental impact reports.

Issues

1. The deletion of the proposed Beach Boulevard and Imperial Highway Freeways from the planned circulation system has impaired the region's traffic carrying capabilities. The entire circulation network has been impacted by these deletions since substitute facilities have not been planned or constructed.
2. There are natural and man-made physical features that act as circulation barriers which limit travel through Brea as well as to the rest of the region. Among the natural features are hills, ridges and canyons. Among the man-made physical features are freeways, rail lines, flood control channels, golf courses, parks and cemeteries.
3. There are several intersections where the flows of traffic, combined with physical lane characteristics, impede efficient circulation. There are five key problems areas:
 - a) Imperial Highway/Orange Freeway
 - b) Imperial Highway/State College Boulevard
 - c) Lambert Road/State College Boulevard
 - d) Brea Boulevard/Imperial Highway
 - e) Lambert Road/Orange Freeway intersections
4. The limited number of Orange Freeway interchanges concentrate traffic at only two intersections. These are located at Imperial Highway/State College Boulevard and Lambert Road/State College Boulevard.

5. Six intersections are currently at or above design capacity during the afternoon peak period. These are:
 - a) Imperial Highway at the Orange Freeway northbound offramp
 - b) Imperial Highway at State College Boulevard
 - c) Brea Boulevard at Imperial Highway
 - d) Kraemer Boulevard at Lambert Road
 - e) Orange Freeway on/off ramps at Lambert Road
 - f) State College Boulevard at Lambert Road
6. Ultimate improvements are lacking along Imperial Highway, particularly west of Randolph Street.
7. The intersection of State College Boulevard and Imperial Highway cannot be improved to an acceptable level of service during the afternoon peak hour within the existing rights-of-way.
8. There are no north-south arterial streets between Harbor Boulevard and Brea Boulevard south of Imperial Highway.
9. If proposed development plans in the vicinity of the Brea Mall are implemented, existing circulation problems will increase.
10. Currently there is peak hour congestion on Carbon Canyon Road.
11. Planned future development in the Carbon Canyon/Chino Hills area will exceed the roadway capacity of Carbon Canyon Road unless alternative routes are established such as the proposed Soquel Canyon Road.
12. Traffic loading occurs as a result of traffic generated by the Chino Hills area and industrial uses in adjacent cities. Vehicular traffic from outside areas impacts the capacity of State Routes 57 (Orange Freeway), 142 (Carbon Canyon Road) and 90 (Imperial Highway). The City has no control over regional traffic movements through Brea.

Opportunities

1. An adequate circulation system for the Carbon Canyon area can be provided prior to development.
2. The North Orange County Circulation Study (NOCCS) provides a data base and a model to evaluate circulation needs within a regional context.
3. The Towne Plaza Specific Plan will include infrastructure improvements to provide more efficient circulation in the downtown area.

Goals, Policies & Objectives

This sub-section presents the goals, policies and objectives of the City as they relate to circulation and transportation. This statement is based upon the revisions of the Circulation Element and Master Plan of Arterial Highways which followed the completion of the North Orange County Circulation Study and which were adopted by the City Council.

Goals

1. To promote the safe and efficient movement of people and goods.
2. To expand the circulation system to accommodate planned development.
3. To alleviate existing circulation system deficiencies.
4. To encourage alternate modes of transportation.
5. To increase the operational efficiency of the circulation system at both the local and regional levels.
6. To protect residential streets from arterial street traffic.

Policies

1. To coordinate with the Orange County Transit District to respond to service demands as new development occurs.
2. To encourage new commercial development to employ transportation system management strategies.
3. To require improved street access for all development.

4. To implement NOCCS recommendations to increase regional transportation efficiency.
5. To implement the recommendations of the Brea Mall/Civic Center Master EIR.
6. To encourage provisions for bus turnouts in specific development projects.
7. To promote other means of achieving circulation and transportation efficiencies such as ride-sharing and staggered hours.
8. To continue to work with Cal-Trans and the City of Fullerton to determine the feasibility of an interchange at the intersection of Bastanchury Road and the Orange (57) Freeway.
9. To evaluate, in conjunction with the Orange County Transportation Commission, the feasibility of Imperial Highway being designated a "super street."
10. To realign and develop Randolph Avenue as a secondary highway.
11. To continue to work with Caltrans on the development of the Birch Street frontage road.
12. To promote the development of the Birch Street Bridge and Birch Street as a secondary highway.

Objectives

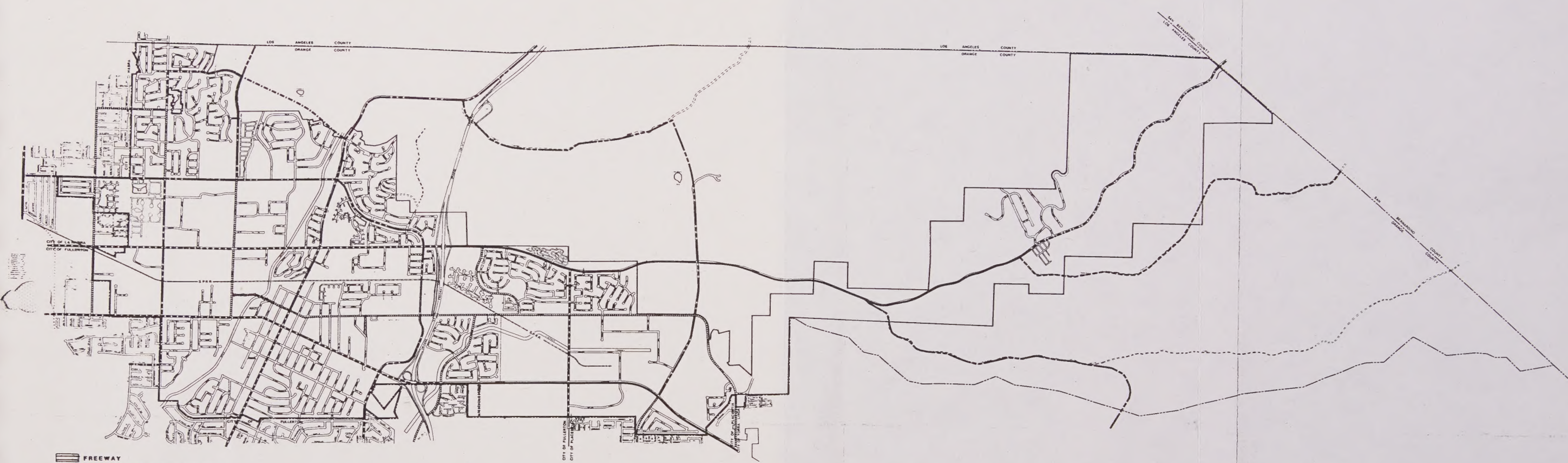
1. To improve the level of service at major intersections during morning and afternoon peak periods.
2. To implement the real-time traffic signalization systems to improve traffic flow.
3. To minimize traffic congestion on all arterial streets, as feasible.
4. To provide an alternate transportation route from the Carbon Canyon area to the Chino Hills area.
5. To improve access from the Orange Freeway to the Brea Mall vicinity.
6. To develop a local street system which encourages high quality business and residential development.

Implementation: Action Programs

The measures and action programs listed on the following page are adopted for purposes of implementing the Circulation Element of the General Plan.

1. Adopt and continue to implement the Circulation Element map as shown on Exhibit 6. (The official Circulation Element map is available at the Department of Development Services.) The Circulation Element has been amended to reflect NOCCS recommendations.
2. Amend the Circulation Element to indicate a primary arterial (6 lane) classification for the portion of Carbon Canyon Road west of the Lakeview Avenue - Soquel Canyon intersection. This designation will also be indicated on the circulation plan for the Carbon Canyon Specific Plan.
3. Improvements will be completed at various intersections as planned development occurs in the vicinity of the Brea Mall.
4. The City has installed equipment for a computerized master traffic signal control system.
5. Developments and public improvement projects shall include bus turnouts where feasible.
6. Future industrial developments will be conditioned to provide pedestrian access.
7. A program will be developed to retrofit sidewalks along streets.
8. A program will be developed to correct and mitigate existing traffic safety problems at key intersections in the City.
9. The Towne Plaza Specific Plan will correct existing deficiencies and provide for future circulation needs in the downtown area through traffic and street improvements. These will include the widening of Imperial Highway and Brea Boulevard, interim intersection improvements on the above streets and the possible cul-de-sacing of certain residential streets north of Imperial Highway to reduce through traffic.
10. The Towne Plaza Specific Plan will include the upgrading of transit facilities and placement of additional stops in the downtown core.

11. The City should review and adopt, as appropriate, an ordinance pertaining to the utilization of transit system management techniques to reduce peak hour traffic congestion on the City's arterials.
12. The City should encourage the formation of a multi-agency Task Force to review traffic problems affecting the North Orange County area and to develop recommendations for implementation in the future by cities, Caltrans, and other agencies.



-  **FREWAY**
-  **MAJOR** 6 or more lanes, divided 120' R.O.W.
-  **MAJOR** 6 lanes, divided 100' R.O.W.
-  **PRIMARY** 4 lanes, divided
-  **SECONDARY** 4 lanes, divided - undivided
-  **COMMUTER** 2 lanes, undivided



Amended by P.C. Resolution 86-29
5-27-86

1995 Recommended Arterial System Map

CIRCULATION ELEMENT

CITY OF BREA

EXHIBIT 6

5. HOUSING ELEMENT



V. HOUSING ELEMENT

Introduction

This element of the General Plan is concerned with how well the current and future housing supply meets the needs of Brea's residents. The element, in particular, deals with the physical condition of housing; financial assistance needs of resident households; need for new housing construction; improving upon the City's role in housing; and achieving equal housing opportunity.

Background information is included in Sections D and E of the Technical Appendix. Section D provides an inventory and analysis of the housing situation in Brea. A statistical presentation of housing facts and historical trends is contained in Section E. The list below presents the significant conclusions relating to existing and future housing conditions in Brea.

1. Since the adoption of the 1979 Housing Element the quality of housing in Central Brea's oldest neighborhoods has improved through home rehabilitation and private sector replacement of the older housing stock.

2. The most severe housing quality and rehabilitation needs in Brea are concentrated in the area situated north of Imperial Highway between Randolph Avenue and the flood control channel.
3. A number of housing demolitions, recycling with the construction of new apartment complexes, and resident participation in the City's housing and rehabilitation efforts have been the major forces behind gains in housing quality in Brea.
4. The most widespread form of housing-related need today arises from the fact that many households are unable to afford the cost of housing without sacrificing other basic human needs. (The State legislation refers to this situation as housing costs exceeding ability-to-pay.)
5. There are an estimated 1,400 lower income renter households that are paying more than they can afford for housing.
6. Several types of special needs households are considered within the scope of this Housing Element. Included among these are the handicapped, elderly, large families, farmworker households, households headed by single parents, overcrowded households and families and persons in need of emergency shelter.
7. Brea not only has current housing needs but also is affected by projected future trends. Employment growth in Brea will continue to induce a demand for new housing construction.

Issues and Opportunities

Housing needs in Brea, as in other southern California communities, exceed the local capacity to fully address them. There are land supply constraints and funding resources are available only in limited amounts from the State and Federal governments. The following is a summary list of issues and opportunities which is drawn from the detailed information contained in Sections D and E of the Technical Appendix. Issues six through 14 were identified by the Housing Subcommittee of the City's Economic Development Committee. This sub-committee, during the course of five study sessions, provided an extensive amount of citizen participation in the preparation of the Housing Element.

Issues

1. Significant constraints which affect the ability of the City of Brea and the private sector to address the several needs analyzed may be categorized as limitations imposed by market economics, physical factors (land availability and suitability), and governmental constraints.
2. The distribution of prevailing housing prices and rents affect the ability of certain economic segments of the city to meet their housing needs.
3. Land suitable for residential development is located in Central and Suburban Brea and in the Carbon Canyon area. Given the current zoning designation of vacant and redevelopment sites in the central and suburban portions of the City, the land supply can accommodate 86% of housing **construction** needs.
4. Physical limitations, fragmented ownership patterns and costly extension-expansion of public services all severely constrain residential development prospects in the Carbon Canyon area in the coming five-year time period.
6. The number of new jobs in the City will be significant through the year 2000.
7. The majority of persons working in the City do not live in Brea. About 20% of the workforce both works and lives in the City.
8. The business community does not have access to information on housing availability and the plans and programs of the City dealing with housing.
9. Availability of land to meet housing demand is scarce and in the next five years is generally limited to central Brea.
10. There is a lack of data on what other cities in north Orange County are doing to address housing needs.
11. There is a need for new housing to retain existing businesses and attract new businesses.

12. There should be a variety of housing types developed in the City to meet the diverse needs of the current and future population.
13. Goals and policies stated in the Draft Housing Element are adequate and reflect the City's practices in the area during the past 10 years.
14. Some additional policies should be added for purposes of placing emphasis on certain issues and acknowledging the needs of the business-employment community.

Opportunities

1. Improvements to the housing stock will occur as residential property is upgraded, rehabilitation loans are issued, and private sector homebuilding recycles the older segments of the housing supply.
2. Existing sites in the Central and Suburban areas of the City could meet most of the City's housing production needs if construction were to occur over the next five years.
3. Financial resources available from the Redevelopment Agency's "Affordable Housing Fund" provide an opportunity to prepare a "housing finance strategy" that could address a variety of existing and future needs. This resource is augmented by the City's participation in tax-exempt revenue bond programs for home financing.
4. Development of the Carbon Canyon area can serve to meet the housing production needs of the last decade of this century.
5. Existing agencies in the County such as the Orange County Fair Housing Council can help the City in its efforts to promote equal housing opportunity.

Goals, Objectives, Policies

Goals and quantified objectives relating the maintenance, improvement and development of housing are stated in this sub-section. Between 1984 and 1989, the City's objective is to foster, promote and assist in the rehabilitation of at least 75 housing units or 15% of the community need. Brea's projected housing needs during the next five years are 1,800 housing units. This level of production is likely to occur in light of past development trends. In the near term, the new development will occur in the Central and Suburban sectors of the City. Still another objective is to meet at least 10% of the lower-income, owner housing assistance needs primarily through home sharing arrangements. With regard to renters, it is the City's objective to address at least 20% of the lower-income, renter housing assistance.

The statement of goals is primarily derived from the State planning legislation for Housing Elements. The policies statement is derived from the previous Housing Element which was adopted by the City Council after considerable citizen input in 1980. The policies have been augmented by the suggested policies of the Housing Subcommittee of the City Economic Development Committee. That Committee recommended that policies 12 through 18 be included in the Housing Element.

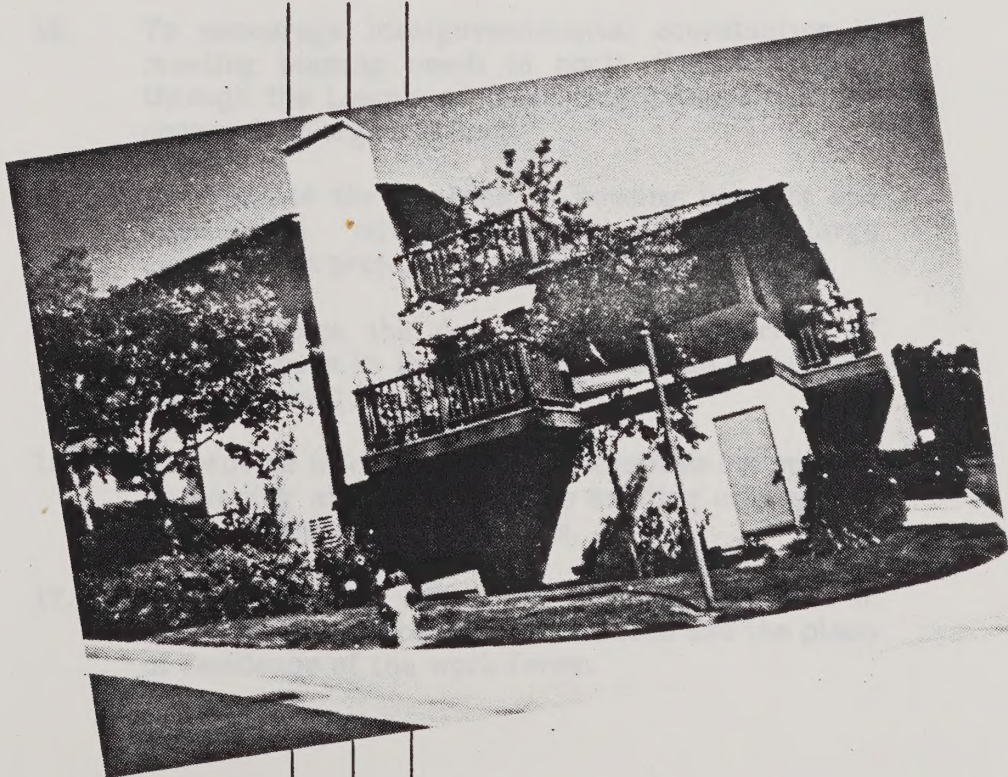
Goals

1. Support and endorse the State housing goal "... of a decent home and a satisfying environment for every Californian. ..."
2. Conserve and improve the condition of the existing affordable housing stock.
3. Identifying adequate housing sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income groups.
4. Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
5. Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.

6. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color.

Policies

1. To satisfy as much of Brea's unmet housing needs through volunteer endeavors that involve the community as a whole.
2. To create a housing market that offers reasonable housing prices and rents through a steady expansion of the housing supply.
3. To utilize bonding programs, when made available, to meet housing needs of the community.
4. To continue to use funds available from the Housing and Community Development Act to improve the existing housing stock and upgrade neighborhood conditions.
5. To establish a balanced approach to meeting housing needs that includes the needs of renter and owner households.



6. To promote the provision of adequate housing for households with special needs, including but not limited to large families, handicapped persons, families with children and the elderly and homeless.
7. To provide housing in adequate locations with convenient access to employment opportunities, community facilities and adequate services.
8. To provide for the development of housing at densities which facilitate the ability to meet the needs of low and moderate income households.
9. To expand the range of homeownership opportunities.
10. To utilize the 20% Affordable Housing Fund to meet the rehabilitation, production and assistance needs.
11. To work closely with residential project developers for purposes of addressing the community housing needs.
12. To provide additional housing opportunities for persons working in the City as economic development occurs through the year 2000.
13. To encourage intergovernmental coordination in meeting housing needs in north Orange County through the League of California Cities and other appropriate organizations.
14. To promote the analysis of housing impacts and appropriate mitigation measures for large employment projects proposed in Brea.
15. To encourage the development of a variety of housing types in Brea including mobile homes and manufactured housing.
16. To provide information to the business community on housing availability in the existing market and new residential developments.
17. To monitor new office and industrial projects in terms of the number of jobs created and the place of residence of the work force.

18. To monitor new housing developments to determine the place of work of Brea's residents.

Objectives

1. Foster, promote and assist in the rehabilitation of at least 50 to 75 housing units over the next five years.
2. Foster, promote and facilitate the production of at least 1,500 to 1,800 new housing units.
3. Address at least 20% of the lower income renter housing assistance needs.
4. Assist 100 moderate income households to attain home ownership in the existing housing stock through the tax-exempt bond programs or successor programs.

(The level of effort indicated by the objectives is consistent with past development trends, existing resources, and past performance in housing improvement programs. Changes in market conditions or availability of housing resources may affect the achievement of the objectives in the years ahead.)

Implementation: Action Programs

Specific actions to address unmet housing needs and achieve the quantified objectives are fully described in Section D of the Technical Appendix. Actions included in the housing program are organized according to the following five areas:

1. Conserving the existing stock of affordable housing
2. Providing adequate sites to achieve a variety and diversity of housing
3. Assisting in the development of affordable housing
4. Removing governmental constraints, as necessary
5. Promoting equal housing opportunity

The current and potential actions are summarized in Figure 1.

**FIGURE 1
CITY OF BREA
HOUSING PROGRAM SUMMARY**

PROGRAM CATEGORY	CURRENT ACTIONS	POTENTIAL ACTIONS
1. Conserve Existing Affordable Housing	● Uniform Building Code ● Title 25 of CAC ● Housing Rehabilitation Assistance ● Condominium Conversion Regulations ● Continued Housing Affordability	● Housing Quality Review Service ● Affordable Housing Fund
2. Provision of Adequate Housing Sites	● Land Use Element ● Zoning Ordinance ● Site Inventories	● Mobile Home Park Zone ● Mixed-use Regulations ● Carbon Canyon Specific Plan ● Re-Zoning of Specific Plan
3. Assist in Development of Affordable Housing	● SB99 Resale Program ● SB99 New Construction ● Housing Cost Reduction ● Excess Property - Affordable Housing Development	● Shared Housing ● Housing Assistance Grants ● Employment-Based Housing ● Affordable Housing Fund
4. Remove Governmental Constraints	● Land Use Controls ● Development Standards	● Housing Quality Review Service ● Affordable Housing Fund ● Minimum Floor Area Requirements
5. Equal Housing Opportunity	● CDBG Assurances/ Certificates	● Orange County Fair Housing Council

6. OPEN SPACE & CONSERVATION ELEMENTS



VI. OPEN SPACE AND CONSERVATION ELEMENTS

Introduction

This section of the General Plan combines the required Open Space and Conservation Elements. The Open Space Element designates open space areas for the following purposes: managed production of resources; outdoor recreation; public health and safety; and preservation of natural resources. The Conservation Element deals with the conservation, development and utilization of natural resources.

Background data for the combined Open Space & Conservation Elements are found in Section F "Natural Resources Characteristics" and Section G "Open Space Inventory and Analysis" of the Technical Appendix. Information on outdoor recreation also is found in Section I. Some of the major findings and conclusions relating to open space and conservation are stated in the following list.

1. The City has comprehensive provisions for the development of flood control facilities as required and coordinates with the Orange County Flood Control District.
2. There is no problem with regard to the prevention of pollution of underground waters through improper drilling.
3. There is no land reclamation required since the planning area is without any established lakes, bogs or marshes.

4. There is adequate regulation by the City of the use of land in the various natural drainage channels.
5. Only in the hillside areas is the protection of watershed, including soil and wildlife, of any particular consequence.
6. Being inland, the planning area has no beaches, shores or harbors. The only potential for soil erosion is in the hillside areas.
7. There are no established rock, sand and gravel resources in the City of Brea or in the remainder of the planning area. There is one borrow site and tar pit identified in the planning area.
8. Oil is Brea's most prevalent mineral resource.
9. Brea has scenic highway corridors which provide open space with scenic, historic, and cultural value.

Issues and Opportunities

Major issues and opportunities are described in this sub-section. The list was compiled from the background information found in the Technical Appendix, previously adopted elements of the General Plan, planning law requirements and the Carbon Canyon Specific Plan. The issues and opportunities are presented in the following list.

Issues

1. Much of the agricultural activities in Orange County are becoming uneconomical because of water costs, energy rates and high operating expenses. In addition, development pressure is another reason for the decline in agricultural activity in the planning area.
2. There are current unmet outdoor recreation needs and projected needs for the future to the year 2000.
3. Potential fire hazards exist in the undeveloped hill and canyon areas. These areas are rated by the State Forestry Division as a high fire severity zone because of the weather conditions, medium-to-heavy vegetation and severe slope conditions. There have been a large number of fires in the high fire severity zone with the most recent occurring in 1978 in the northeastern sector of the planning area.
4. Brea is situated near the foothills and above the true flood plain of Orange County. However, there are a few areas within the City that are flood prone. (The City is a participant in the National Flood Insurance Program and currently practices flood plain management and zoning as per the federal guidelines.)
5. Carbon Canyon stream and its tributaries, Telegraph Canyon Creek and Soquel Canyon Creek, which flow into the Carbon Canyon dam area, exhibit some hazardous flooding during high intensity storms.
6. The planning area has evidence of potential hazards due to earthquake activity and extreme slopes over 30% gradient. The major fault is the Whittier Fault which trends in a northwest/southeast orientation.
7. Scenic highway corridors along existing Carbon Canyon Road, future Soquel Canyon Road, and portions of Brea Boulevard, require special planning consideration to protect visual open space resources

Opportunities

1. There are 1,464 acres within the planning area currently under oil drilling and extraction activities. This acreage amount is about 11% of the entire planning area. About 88 acres of oil production activity are located within the City limits. These areas represent a "land banking" resource for future development.
2. Public open space in the planning area is extensive. The existing parks in the planning area consist of 476 acres. The updated Parks and Recreation Element and the proposed Chino Hills State Park propose an additional 11,306 acres of parkland. The majority of the public open space lands would be under the County and State jurisdiction.

3. The major rock outcroppings in the planning area have been identified in publications of the the Soil Conservation Service. The canyon areas exhibit most of the rock outcroppings; some are also exposed cliff formations.
4. Major vegetation in the riparian and oak-woodland associations represent significant vegetation over six feet (primarily trees). These areas offer visual and recreational activities as well as shelter and food for wildlife habitat.
5. Diversity of wildlife is related to the vegetation located in the planning area. The most diverse wildlife habitat is associated with riparian vegetation which is found along stream courses. The next most diverse wildlife habitat is that associated with the vegetation over six feet, primarily of the oak-woodland association. According to previously completed studies, there are no rare or endangered species' habitats in the area.
6. Open space for outdoor recreation includes highway corridors that have scenic, cultural, or historic value. The rural hillsides along existing Carbon Canyon Road and future Soquel Canyon Road provide scenic resources worthy of preservation. Rose Drive from Vesuvius to Valencia Avenue also is notable for the rural agricultural scenic beauty adjacent to the roadway and the nearly unobstructed view of the hills beyond. The portion of Brea Boulevard from Central Avenue to northern City limits is of scenic and historic interest. The view corridor is a gateway to the City and has numerous mature pepper trees.

Goals, Policies & Objectives

This sub-section presents the goals, policies and objectives of the City as they pertain to open space lands and conservation. The statement of goals, policies and objectives is derived primarily from the previous Open Space and Conservation Elements which were adopted in 1980. The adoption of these two elements followed an extensive citizen participation effort. In addition, the goals, policies and objectives have been cross-referenced with the Land Use Element and the Parks & Recreation Element to maintain internal consistency.

Goals

1. Provide a flexible and balanced open space plan which responds to existing and future development and the City's needs and ability to serve these areas.
2. Protect the public health and welfare of the community through identification and control of unhealthful and hazardous conditions in the City.
3. Establish and maintain an open space system to define urban forms and reserve land for orderly, well planned urban expansion.
4. Provide outdoor recreation activities which are responsive to the needs of all age and socioeconomic groups.
5. Provide private and public open space opportunities by encouraging compatible multiple-use activities such as schools, parks, residential and agricultural.
6. Secure an open space network that is both part of the natural and urban fabric of Brea and connected to the countywide open space system.
7. Respect the natural capability of all lands in the Brea open space study area.

Policies

1. Encourage continued oil production within the Brea-Olinda oilfield and other oil-producing areas within the planning area until such areas are appropriate for residential development sometime in the future.
2. Encourage agricultural uses within areas not suitable for urban development.

3. Maintain the La Vida Spa mineral water activities.
4. Preserve public open space.
5. Preserve major rock outcroppings as unique landmarks and visual resources to the extent possible.
6. Areas of high fire severity should be developed only in consideration of the potential hazard.
7. Flood prone areas should be managed in consideration of their potential hazard and natural resource value.
8. Stream courses should be preserved in their natural state as they represent a flood hazard and recreational resource, provide community identity and serve as unifying corridors in the planning area.
9. Seismic and extreme slope areas should be managed in consideration of their potential hazard and natural resource value.
10. Stands of large oak trees are a unique natural and visual resource that should be managed.
11. Areas of diverse wildlife habitat represent a natural resource and should be managed to prevent major destruction or disruption.
12. Streets with unique man-made or natural characteristics should receive special consideration as scenic routes.
13. Develop and enforce special standards for development which occurs within a scenic highway corridor.

Objectives

1. Encourage oil production activities until the depletion of the oil field provides opportunities for other types of land uses.
2. Continue to encourage new oil explorations and reclaiming practices to assure proper and efficient oil production from this area.
3. Explore possible joint utilization of land; re-evaluate oil production code to assess potential conflicts that would ensue from joint utilization.
4. Encourage economically feasible agricultural uses in hazardous areas such as the flood plain or seismic zones.
5. Open space lands under public jurisdiction should be developed only to serve the uses directly related to the Agency's province or activity, and construction should be considerate of the natural characteristics and open space value of the site.
6. Non-recreational development in public open space should be gradually eliminated.
7. Draft a classification in the Development Code and Manual that applies specifically to publicly owned parks with open space areas.
8. Plot the rock outcroppings that have been identified by the Soil Conservation Service, aerial photographs and site reconnaissance on an appropriate topographic base map.
9. Prepare a fuel modification program involving new development adjacent to areas zoned high fire severity.
10. Explore the use of "gray water" (recycled water) for fire fighting and irrigation purposes.
11. Continue to participate in the National Flood Insurance Program and encourage low intensity uses such as agriculture, golf courses and parks.
12. Continue managing and encourage the recreational and agricultural uses within the flood prone area.

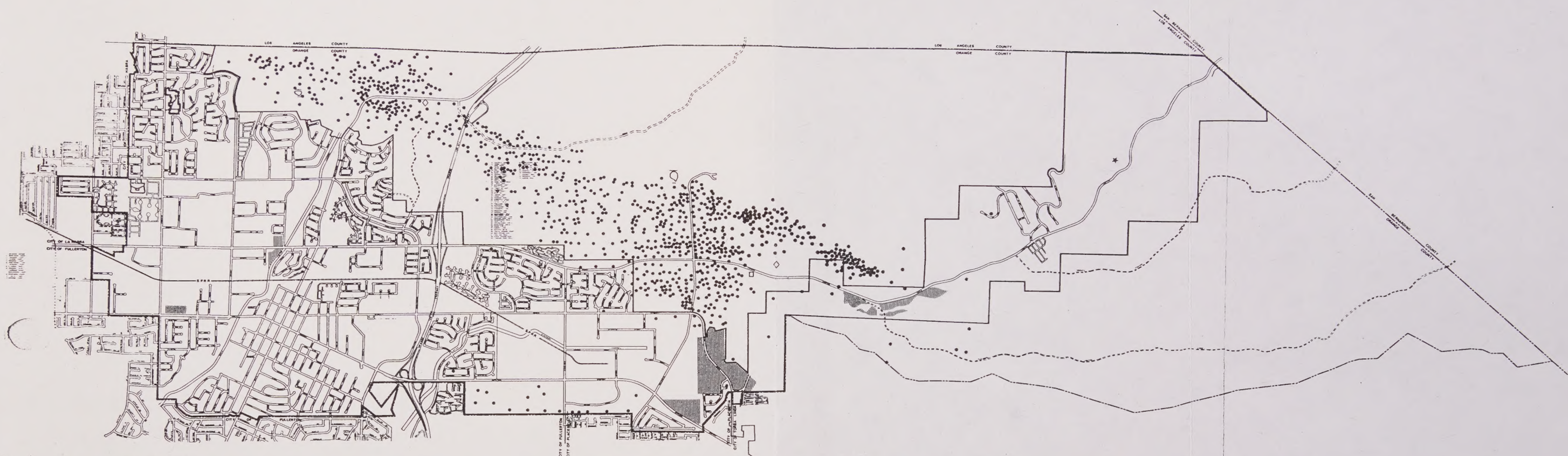
13. Explore the feasibility of establishing hiking and biking trail easements within the 100-year flood prone zones identified by the National Flood Insurance Program.
14. Implement the updated Seismic Safety Element which identifies the landslide prone areas.
15. Identify unique stands of oak trees and significant wildlife habitats during the environmental impact review process.
16. Incorporate into specific plans areas of oak-woodland vegetation over six feet in height and vegetation with any recreational or flood easements.
17. Incorporate into specific plans streetscape guidelines for existing Carbon Canyon Road and future Soquel Canyon Road.

Implementation: Action Programs

This sub-section presents a series of implementing actions for purposes of achieving the open space/conservation goals, policies and objectives. In a subsequent section the implementation methods of open space/conservation acquisition and regulation are described with reference to the Composite Implementation Program/Matrix.

1. Adopt and continue to implement the Open Space/Conservation Element map for the Managed Production of Resources — Exhibit 7. Open space land for outdoor recreation is incorporated in the Master Plan for Parks and Recreation — Section VII, Exhibit 8. Exhibits indicating public health and safety are included in the Safety Element, Section VIII, Exhibit 9, Fault Hazards and Landslide Area map and Exhibit 10, Dam Sites and Inundation map. (The official Open Space/Conservation Element related maps are available at the Department of Development Services.)
2. The existing Oil Overlay Zone protects the managed production of resources of oil production activities. Within these Oil Overlay Zones, compatible joint use facilities may also be identified, such as industrial parks and golf courses.
3. On-going implementation of the updated Parks & Recreation Element.

4. Continued implementation of current flood plain management practices as per the National Flood Insurance Program.
5. The City may decide to identify specific trail easements within the stream flood corridors.
6. Development immediately adjacent to existing Carbon Canyon Road and future Soquel Canyon Road should be screened to soften its presence. Screening devices should employ vertical trees, shrub planting, and walls/beams where necessary for sound attenuation.
7. Sign sizes, quantities, and locations within scenic highway corridors should be reviewed to ensure that visual conflict does not occur.
8. Grading should be minimized to protect the scenic and visual qualities along existing Carbon Canyon Road and future Soquel Canyon road.
9. The Carbon Canyon Specific Plan will contain grading criteria as well as landscape, oak tree protection, fuel modification and architectural guidelines to protect the natural resources identified in the Open Space and Conservation Element.
10. The Towne Plaza Specific Plan will contain architectural design guidelines, landscaping requirements and open space requirements oriented toward preserving the aesthetic character of the downtown area.



- OIL WELL DRILL SITE LOCATIONS
- ★ MINERAL WATER WELL
- BORROW PITS
- ◇ TAR PITS
- AGRICULTURAL USE

Managed Production of Resources Map **OPEN SPACE & CONSERVATION ELEMENT**

CITY OF BREA



EXHIBIT 7

7. PARKS & RECREATION ELEMENT



VII. PARKS AND RECREATION ELEMENT

Introduction

Purpose and Overview

This element of the General Plan provides a comprehensive analysis, policy recommendations and implementation plan to guide the development, maintenance and operations of the City's Park and Recreation resources to the Year 2000. The Parks and Recreation Element is an optional element of the General Plan and updates the 1976 Master Plan of Parks and Recreation.

An extensive analysis was completed of park and recreation needs, inventory of existing facilities, and implementation and financial programs to meet desired goals and objectives. Data on these items are found in Section II of the Technical Appendix. The facilities considered as Brea's park system includes city owned parks, school sites under joint-use agreements with the Brea-Olinda School District and county regional parks. Additional private and commercial recreation facilities, which are available to the citizens of Brea on a limited basis, were also inventoried.

Major Findings and Conclusions

The City-owned parks and the joint-use school sites are the backbone of the City's park system. The joint-use concept with the School District is recommended to be continued; however, the use of these facilities are limited to non-school hours. This report points out the need for park facilities that are available to the public on a full time basis.

The condition of the City's older parks show major signs of deterioration and should be upgraded. Arovista Park, because of its poor condition, has been identified as a priority project for upgrading.

The park space analysis has concluded that the majority of the City has a community park or a neighborhood park within an acceptable radius. Two areas have been identified where additional parks would be needed: the northwest sector, north of Central Avenue and the south central sector near Valencia Avenue and Birch Street.

The park facilities analysis has identified needs for additional multi-purpose fields, baseball fields, game court areas and night lighting.

The City currently has the Civic Cultural Center, the Senior Center and Pioneer Hall for community meetings, recreational programs and cultural activities. The facilities analysis has identified an additional need for a community center and gymnasium that can further support the City's recreational/cultural activities. The community center is planned to provide space for meetings, active recreation and instructional programs available to the public. As the senior citizen population increases, the Senior Center will need to be expanded.

The proposed three-phased 15 year implementation program is planned to fulfill the City's 1985 - 2000 park and recreation needs. The program has identified goals, objectives and policies to guide the City in the provision of these park and recreation services.

The funding for land acquisition for additional parks and improvement of existing facilities are identified from various sources. They include:

- Federal and State grants
- Redevelopment tax increment financing
- Park fees and charges

- Developer fees and contributions
- Special assessments, and
- The Brea Foundation (sources include: corporate sponsorship, contributions and donations).

The updated parks and recreation element provides the guidance for the development of new parks, improvement of existing parks and the financing of those developments to meet the City's 1985 - 2000 park and recreation needs.

Socioeconomic Profile

This section discusses the City of Brea, from a population, age and ethnic perspective, based on 1980 census data. This is followed by a review of selected social and functional trends which will affect public recreation participation, park acquisition, and recreational facility development through the end of this century.

In 1980, the City of Brea had a population of 27,913, (1980 Census). The age distribution of the residents is indicated in Table A. Noted is a relatively high percentage of those in the 5 - 17 years of age category - 21.3%. This is 15 percent above the 18.6% level for the Anaheim/Santa Ana Metropolitan Area in that same year. Of course, one evidence of this high population concentration is the participation in youth sports activities.

Table A also presents an analysis of housing in Brea. The median persons per unit in 1980 was 2.45. The median value of owner-occupied housing was \$106,300. Brea is predominately a white community, with 95.1% of the population categorized here. The largest single other ethnic group is Hispanic, at 1.6% of the population. In summary, from a demographic perspective, Brea is a young, middle-class community, comprised primarily of caucasians. This demographic trend will likely continue to the year 2000.

There are several trends which will affect recreation participation during the remainder of this Century:

- A population whose median age is increasing. People over 65 years of age are a greater percentage of the population currently than at any other time in recent history. This will continue to be the trend in the foreseeable future. This creates a need for added emphasis on the provision of public recreation programs and facilities for the elderly.

- More than 50% of mothers in two-parent households work outside the home. A corollary is the growth of single-parent households. Because of these two factors, there is less parent-child involvement in recreation programs. Activities and facilities that can serve children without direct parental participation are needed. Contrarily, when there are weekend events, like sporting games, the whole family tends to be in attendance. Thus, there is a need for additional parking areas to serve park and recreation facilities and a greater provision of public services like restrooms.
- Another trend has affected public park acquisition, recreation facility development, and use of these developments over the past decade-and-a-half. With enactment of the Quimby Act in the mid-1960's, there has been added incentive for the acquisition of neighborhood park areas. With the acquisition of these lands has come pressure from the public for development.

The neighborhood park concept has historically been to provide recreation areas and facilities within a half-mile radius of residents' homes. This has theoretically precluded the necessity for much on-site parking. However, because funds have been channeled to the neighborhood park program, many community park facilities have not been developed, or have been placed in neighborhood parks. These include ballfields which attract people from throughout a community.

This attraction appeal generates more cars than can be accommodated in the provided parking. Today, then, there are neighborhood parks which are functioning as community parks, but without adequate parking and other provisions like restrooms.

Issues and Opportunities

On the basis of the background data on needs, standards, existing facilities, demographic trends and other related information several issues and opportunities were identified. These are summarized in the list below:

Issues

1. Determination of the compatibility between the needs of the people as identified by the socioeconomic profile and the existing park and recreation resources.
2. Determination of the existing and future recreation and park needs.
3. Determination of the need and feasibility of a proposed modification of the Community Center Complex (Senior Citizen Center & Pioneer Hall).
4. Determination of the means of meeting the recreational needs which were Sports Complex addressed in the Sports Complex proposed in the 1976 Master Plan.
5. Identification of the development and maintenance costs of the City's Recreation and Park system.
6. Review of all joint Use Agreements with the School District for the purpose of assuring the highest level of maintenance possible for public parks and recreational facilities throughout the community.
7. Renovation of existing parks based upon priority.
8. Identification of the proposed parks which are not suitable, needed or feasible for recreation activities and require high levels of maintenance.
9. Improvement of recreational access and/or needed programs for the handicapped.

Opportunities

1. Account for private recreation facilities in the general industrial/office area.
2. Development of fund raising/volunteer support program.

3. Development of commercial leases within certain parks to provide revenues for maintenance and capital improvement.
4. Continued development of joint use recreation facilities within existing resources such as school property and flood control facilities.
5. Development of City park facilities that are available to the public on a full time basis.
6. Exploration of alternative funding sources for park development and rehabilitation including state block grants, Roberti-Z' Berg funds, redevelopment tax increment financing, Brea Foundation and special programs.

Goals, Policies & Objectives

This sub-section of the element revises the policy statements found in the 1976 Master Plan of Parks and Recreation. The updated goals, policies and objectives are stated in a summary list below.

Goals

1. Enhancement of the quality of life through recreation for all of Brea's citizens.
2. Provision and protection of parks and open space.
3. Orderly development and expansion of the City's recreation and park system based upon current conditions and future projections.
4. Attainment of financial self-sufficiency in the City's recreation and parks system.
5. Extension of the community's goal of active integration of civic, commercial and community life into the recreation and parks system.

Policies

1. Locate new park facilities in areas indicating the greatest need.
2. Pursue land acquisition at minimum costs when additional park lands are necessary.

3. Dispose of park and recreation land that is found inappropriate and/or feasible for park and recreation uses.
4. Continue the school/park joint use concept for increased recreational resources and year-round use of these facilities.
5. Provide park involvement opportunities for the participation of Brea's citizens, user groups, concessionaires, commercial/industrial entities and non-profit foundations.
6. Provide improved accessibility to park and recreational facilities for all citizens of the City.
7. Provide secure park and recreation facilities.
8. Provide recreation programs in which direct and indirect costs may be recovered through enrollment fees.
9. Maintain park and recreation facilities for the protection of public health and safety; provide for acceptable quality levels of play and utilize available manpower and budget resources on an equitable basis.
10. Protect existing public parks and open space areas from non-recreational uses.
11. Use adjacent regional park opportunities to satisfy some of the City's recreational demands.
12. Explore the recreational potential of public-owned lands and utility rights-of-way.
13. Explore funding alternatives and programs with private contributions and public resources.

Objectives

1. Provide a flexible and balanced parks and recreation program which responds to existing needs, anticipates future developments and enables the City to address these needs.
2. Provide recreation facilities which are responsive to the needs of all age and socioeconomic groups.

3. Provide private and public recreational opportunities by encouraging compatible multiple-use activities such as schools, parks, residential and agricultural. Also balance the multiple-use activities by providing recreation facilities that are available to the public on a full time basis.
4. Employ innovative funding and development concepts to create new recreational resources.

Implementation: Action Programs

The revised Master Plan reflects the major elements required to satisfy the City of Brea's park and facility needs to the year 2000. The Master Plan elements include upgrading of existing parks, proposed park facilities and the disposition of existing park sites.

Existing Parks

The upgrading of the existing parks range from minor improvements to major renovation. The following summarizes the needed facility improvements and recommended action for each of the City's parks. Numbers reference the service area and location of the park. See Map A.

- **1-1 Woodcrest Neighborhood Park**

No major improvements for Woodcrest Park are recommended. Play equipment should be replaced on an as-needed basis and the irrigation system needs to be improved.

- **2-1 Mariposa School**

Two improvement phases are recommended for the facilities at Mariposa School. The first phase would redesign and upgrade the existing multi-purpose field and irrigation drainage. The second phase could upgrade the amphitheatre and court areas.

- **2-2 Tamarack Neighborhood Park**

The surface of the basketball/volleyball courts are cracking and need to be improved with a concrete cap.

● **4-1 Arovista Park/Community Center Complex**

Arovista Park has been identified as the existing park in most need of renovation. A detailed Master Plan of Arovista Park has identified a renovation program to develop the full potential of the site.

Improvements included are:

- Upgrade irrigation system and landscaping
- Redesign and improve electrical system including sports field and security lighting
- Redesign and upgrade sport fields and open play areas
- Replace concession building
- Improve stage area and add mini-amphitheatre seating
- Modify park access for senior citizens and handicapped
- Rehabilitate south restroom to accommodate handicapped
- Renovate and expand picnic areas
- Install sand volleyball courts
- Upgrade south parking lot including paving, security lighting and landscaping
- Update and relocate play equipment
- Evaluate location and compatibility of other structures within park
- Utilize land to be available if/when flood control channel is covered
- Install directory location signs

A feasibility study is recommended leading to the expansion of the Community Center Complex, including facilities for active recreational pursuits such as gymnastics and dance as well as increased senior programs.

- **4-2 City Hall Neighborhood Park**

Improvements for this park include upgrading for irrigation, landscaping and resurfacing of basketball courts. The addition of lights on the basketball courts and security lighting throughout should be considered. A redesign and renovation of the interior plunge area is needed. The possibility of a co-generational heating system should be explored. A feasibility study on year-round utilization of the pool is suggested.

- **4-3 Arovista School**

The recommended improvements for Arovista School include landscaping and irrigation, sports field redesign and upgrade, addition of security lighting and park accessories, update of play equipment and additional parking.

- **5-1 Brea Junior High School**

The tennis court lighting and surfaces at Brea Junior High should be improved. With improvements and increased community use, stairs from the north parking lot to courts and fields should be installed.

- **5-2 Fanning School**

The improvements recommended at Fanning School include the renovation of the existing softball field, irrigation, landscaping and security lighting. The permanent goal posts need to be replaced with movable posts.

- **6-1 Brea-Olinda High School**

The City should continue to coordinate with the School District for joint use of the high school facilities. Exploration of possible joint ventures at the new high school site should be investigated during the design phase to maximize development funds targeted for current as well as future recreational community needs. Current needs indicate that the lighting of the high school sports fields is a priority.

- **7-1 Laurel School and Lagos de Moreno Park**

Improvements needed at this facility include improved multipurpose field, sports lighting, irrigation and landscaping. The fire truck play equipment needs to be reviewed as a possible safety hazard.

Proposed Park Facilities

The City's proposed park facilities include two Community Parks with sports fields. These facilities are planned to satisfy most of the park needs identified in the City's recreation needs assessment. Additional facility needs are satisfied by existing park sites. This section provides a summary description of the recommended actions for each proposed park.

- **1-2 Proposed Community Park**

Develop a community park with sports field in service area 1. This park site is envisioned to serve the immediate residential neighborhood and the office/industrial population. This site was specifically selected because there is an opportunity to obtain park land from future residential development proposals. The proposed park would require picnic areas, restroom, multi-purpose sports fields, parking, volleyball courts, lighted basketball and playground area.

- **11-2 Proposed Community Park**

Develop a community park to serve the neighborhoods in service areas 9, 11 and 14. An opportunity may exist to locate some recreational facilities at the new high school site. This approach, if feasible, would maximize development dollars, community use and reduce the scope of this proposed community park to a neighborhood park.

- **12-1 Olinda County Regional Park**

The City should provide input for the development of the recreational uses and facilities for this regional park site when the landfill operation is terminated.

Disposition of Park Sites

- **Jasper Park**

This parcel was donated to the City of Brea for park uses and was proposed to remain as a natural greenbelt in the 1976 Master Plan. This site was determined to be inappropriate for park usage due to its topography and location. It is proposed that the land reverts back to the original owner, with the stipulation that development of the property be conditioned upon an economic performance package which substantially assists the City with provision of Park, Recreation and Human Services activities.

- **Olinda Village Site**

This parcel consists of 7.2 acres of steeply slopped, dense chapparel. An in-depth analysis had determined this topography inappropriate for park usage. It is proposed that the site be disposed.

Implementation Measures by Phases

The following implementation measures are adopted to satisfy the recreational needs and achieve the goals and objectives. The implementation program is explained by phase and priority.

Phase I (1985 - 1990)

1. Renovate Arovista Park (4-1)
2. Analyze and design the expansion of the Arovista Community Center Complex.
3. Renovate Greenbriar Park (10-1)
4. Redesign and renovation of City Hall Park Plunge.
5. Renovate Woodcrest Neighborhood Park facilities (1-1)
6. Renovate Tamarack Neighborhood Park facilities (2-2)
7. Renovate Country Hills Neighborhood Park facilities (9-1)
8. Investigate and pursue joint uses and facilities with the School District at the new high school site. (6-1) Lighted ball fields are recognized as the highest priority.
9. Acquire park land and develop Community Park (11-2) in the northeast area of the City. Explore possibility of using land designated for the agricultural program at the new high school site.
10. Acquire park land and develop Community Park (1-2) in the south-central area of the City.

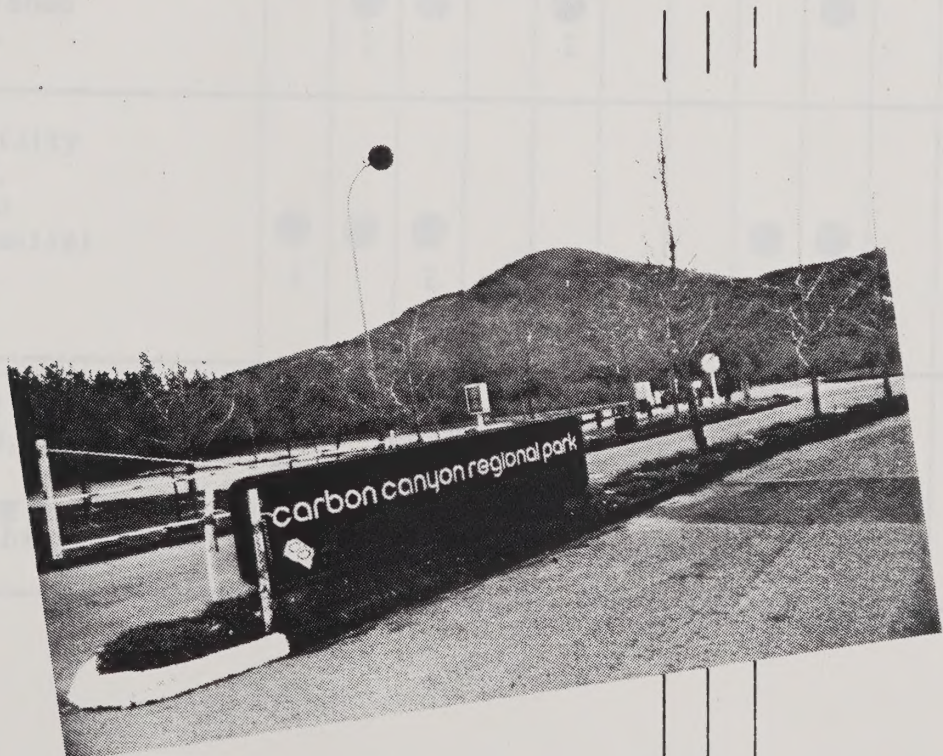
Phase II (1990 - 1995)

1. Renovate Olinda School Park (4-3) facilities.
2. Renovate Lagos de Moreno/Laurel School Park (7-1) facilities.
3. Renovate Arovista School Park (4-3) facilities.
4. Renovate Mariposa School Park (2-1) facilities.
5. Renovate Fanning School Park (5-2) facilities.
6. Renovate Brea Junior High School Park (5-1) facilities.

Phase III (1995-2000)

1. Renovate City Hall Park (4-2)

The implementation approach is further explained in the Action Matrix -- which presents a composite implementation program. The action programs implementing the policies are described and the financial program presented for achieving the goals, policies and objectives during the next 15 years.



ACTION MATRIX

POLICIES	RESPONSIBILITY								PHASE			COMMENT
	DEVELOPMENT SERVICES	COMMUNITY SERVICES	MAINTENANCE SERVICES	POLICE DEPARTMENT	SCHOOL DISTRICT	PRIVATE FOUNDATIONS	USER GROUPS	CORPORATE SPONSORS/DEVELOPERS	PHASE I 1985 - 1990	PHASE II 1990 - 1995	PHASE III 1995 - 2000	
P-1 Locate new park facilities in areas indicating the greatest need.												
P-2 When additional park lands are necessary pursue land acquisition at minimum costs.												
ACTION PROGRAM												
a. Study feasibility then plan and develop one community center complex at the Arovista Community Center site.	● 2	● 1						●	●	●		
Explore opportunities at the new high school site for meeting established recreational needs.		● 1	●		● 2				●			
c. Provide a park facility for Service Area 1. Negotiate park land donations from potential developers.	● 1	●	● 2					●	●			
d. Provide a park facility for Service Areas 9, 11 and 14. Explore possibility of using excess land at new high school site.	● 1	●	● 2					●	●			

● Primary Responsibility

VII-14a

● Secondary Responsibility

POLICIES

P-3 Dispose of park and recreation land that is found inappropriate and/or feasible for park and recreation uses.

ACTION PROGRAM

a. Negotiate the transfer of the Olinda Village Site.

b. Negotiate the transfer of the Jasper Park Site.

RESPONSIBILITY								PHASE	COMMENT
	DEVELOPMENT SERVICES								
	COMMUNITY SERVICES								
	MAINTENANCE SERVICES								
	POLICE DEPARTMENT								
	SCHOOL DISTRICT								
	PRIVATE FOUNDATIONS								
	USER GROUPS								
	CORPORATE SPONSORS/DEVELOPERS								
							PHASE I 1985 - 1990		
							PHASE II 1990 - 1995		
							PHASE III 1995 - 2000		

POLICIES

P-4 Continue the school/ park joint use concept for increased recreational resources and year-round use of these facilities.

ACTION PROGRAM

- a. Explore additional joint-use park development for other school sites.
- b. Review and update joint-use agreements with emphasis on specific maintenance requirements.
- c. Encourage school district to raise their maintenance standards..

RESPONSIBILITY								PHASE	COMMENT
DEVELOPMENT SERVICES	COMMUNITY SERVICES	MAINTENANCE SERVICES	POLICE DEPARTMENT	SCHOOL DISTRICT	PRIVATE FOUNDATIONS	USER GROUPS	CORPORATE SPONSERS/DEVELOPERS		
								PHASE I 1985 - 1990	
								PHASE II 1990 - 1995	
								PHASE III 1995 - 2000	
	● 1	● 2						●	●
	● 2	● 1						●	
	● 2	● 1						●	

POLICIES	RESPONSIBILITY								PHASE	COMMENT
	DEVELOPMENT SERVICES	COMMUNITY SERVICES	MAINTENANCE SERVICES	POLICE DEPARTMENT	SCHOOL DISTRICT	PRIVATE FOUNDATIONS	USER GROUPS	CORPORATE SPONSERS/DEVELOPERS		
P-5 Provide park involvement opportunities for the participation of Brea's citizens, users groups, concessionaires, residential commercial/industrial entities and non-profit foundations.									PHASE I 1985 - 1990	
									PHASE II 1990 - 1995	
									PHASE III 1995 - 2000	
ACTION PROGRAM										
a. Develop programs where the corporate/commercial business community may participate in the City's park and recreation development program by providing contributions for land, capital improvements and operations and maintenance.	● 2	● 1	●			●		●	●	
b. Develop programs for the participation of volunteer groups and individuals to support the City's parks and recreation program and facilities.		● 1	● 2			●	●	●		
c. Explore the feasibility of the inclusion of concessionaires within the City's park facilities to offset the costs of maintenance and operations.		●						●		

POLICIES

P-6 Provide improved accessibility to park and recreational facilities for all citizens of the City.

RESPONSIBILITY

PHASE

COMMENT

ACTION PROGRAM

a. Development of handicapped access to all of the City's park and recreation facilities.

DEVELOPMENT SERVICES	COMMUNITY SERVICES	MAINTENANCE SERVICES	POLICE DEPARTMENT	SCHOOL DISTRICT	PRIVATE FOUNDATIONS	USER GROUPS	CORPORATE SPONSERS/DEVELOPERS	PHASE I 1985 - 1990	PHASE II 1990 - 1995	PHASE III 1995 - 2000	COMMENT
● 1	●	● 2						●			

Create "scholarship program" to provide access to those who can't afford fees.

●	●			●	●		●				
	1										

POLICIES

P-7 Provide secure park and recreation facilities.

ACTION PROGRAM

a.	Monitor park patrol effectiveness. Identify priority security problems.		●	● 2	● 1					●	●	●	Ongoing
b.	Review all new park development for security considerations: visual surveillance, lighting intensity and patrol accessibility.	●	●	● 2	● 1					●	●	●	Ongoing
c.	Upgrade security lighting where needed.	●	●	●						●	●	●	Ongoing

POLICIES

P-8 Provide recreation programs in which direct and indirect costs may be recovered through enrollment fees.

ACTION PROGRAM

a. Establish a minimum number of participants in the delivery of recreation programs based upon the City's breakdown level.

b. Adjust enrollment fees to offset indirect and direct program costs.

RESPONSIBILITY

PHASE

COMMENT

DEVELOPMENT SERVICES	COMMUNITY SERVICES	MAINTENANCE SERVICES	POLICE DEPARTMENT	SCHOOL DISTRICT	PRIVATE FOUNDATIONS	USER GROUPS	CORPORATE SPONSORS/DEVELOPERS	PHASE I 1985 - 1990	PHASE II 1990 - 1995	PHASE III 1995 - 2000	
	●							●			
	● 1	● 2						●	●	●	Ongoing

POLICIES

P-9 Maintain park and recreation facilities for the protection of public health and safety; provide acceptable quality levels of play and utilize of available man-power and budget resources.

RESPONSIBILITY

PHASE

COMMENT

ACTION PROGRAM

a. Develop a deferred maintenance schedule (Capital Improvement Plan) and a corresponding integration of fixed asset charges.

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b. Renovate Arovista Park for improvement and efficient use of the existing facilities

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c. Improve park facilities at: Mariposa School, Fanning School, Brea Jr., High, Laurel School, City Hall Park, Arovista School, Olinda School Greenbriar Park, Woodcrest Park, Tamarack Park and Country Hills Park.

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d. Conduct a feasibility study on the year-round utilization of the pool at City Hall Park.

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POLICIES

P-10 Use adjacent regional park opportunities to satisfy some of the City's recreation demands.

ACTION PROGRAM

a. Coordinate with Orange County Environmental Management Agency.

b. Coordinate with State Parks and Recreation Department.

RESPONSIBILITY									PHASE	COMMENT
DEVELOPMENT SERVICES	COMMUNITY SERVICES	MAINTENANCE SERVICES	POLICE DEPARTMENT	SCHOOL DISTRICT	PRIVATE FOUNDATIONS	USER GROUPS	CORPORATE SPONSORS/DEVELOPERS			
								PHASE I 1985 - 1990		
								PHASE II 1990 - 1995		
								PHASE III 1995 - 2000		
● 2	● 1							●		
● 2	● 1							●	●	

POLICIES

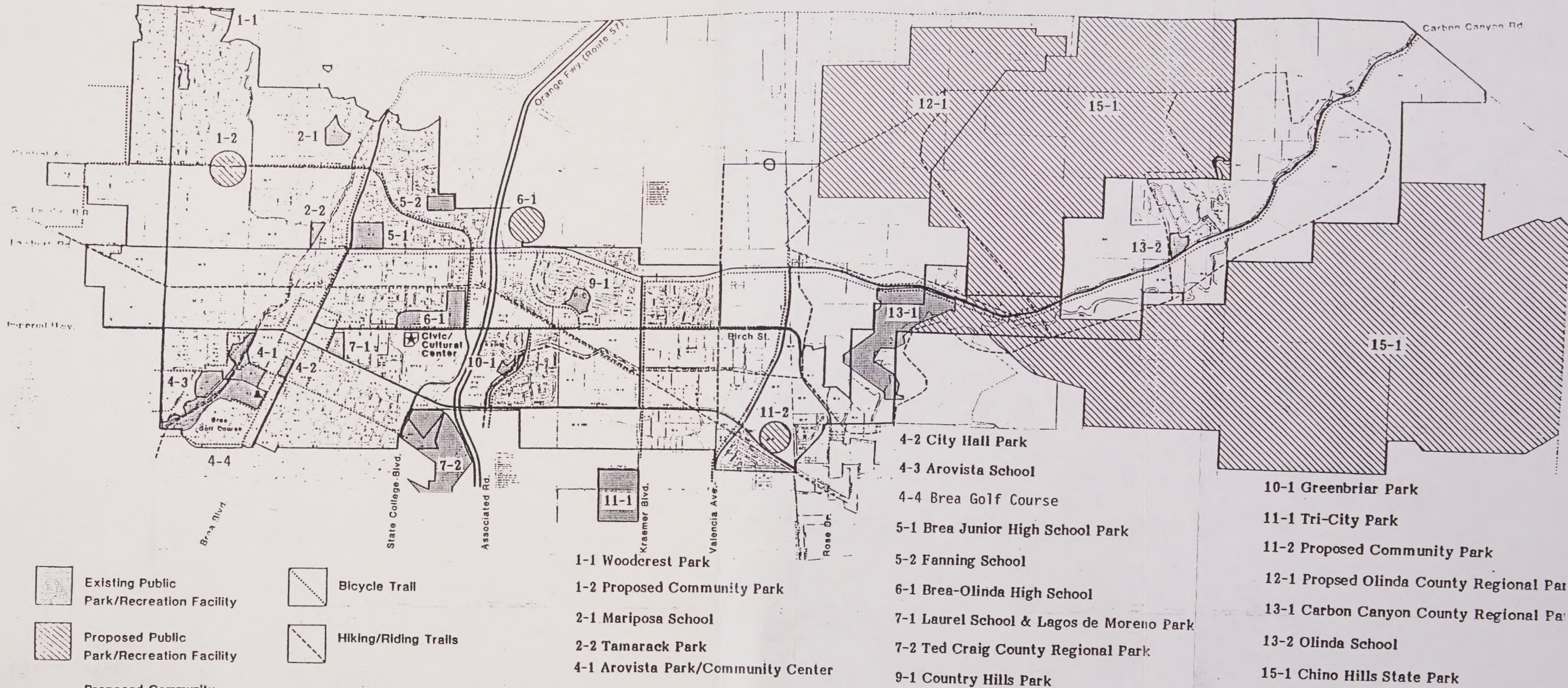
P-11 Explore the recreational potential of public-owned lands and utility rights-of-way.

ACTION PROGRAM

a. Contact Southern California Edison and Orange County Flood Control District for recreation land opportunities.

RESPONSIBILITY								PHASE	COMMENT
DEVELOPMENT SERVICES	COMMUNITY SERVICES	MAINTENANCE SERVICES	POLICE DEPARTMENT	SCHOOL DISTRICT	PRIVATE FOUNDATIONS	USER GROUPS	CORPORATE SPONSORS/DEVELOPERS	PHASE I 1985 - 1990	
								PHASE II 1990 - 1995	
								PHASE III 1995 - 2000	
● 1	●	● 2						●	

POLICIES	RESPONSIBILITY								PHASE			COMMENT
	DEVELOPMENT SERVICES	COMMUNITY SERVICES	MAINTENANCE SERVICES	POLICE DEPARTMENT	SCHOOL DISTRICT	PRIVATE FOUNDATIONS	USER GROUPS	CORPORATE SPONSERS/DEVELOPERS	PHASE I 1985 - 1990	PHASE II 1990 - 1995	PHASE III 1995 - 2000	
P-12 Explore funding alternatives and programs with private contributions and public resources.												
ACTION PROGRAM												
a. Aggressively pursue public and private grant programs.	● 2	● 1				●	●	●	●	●	●	Ongoing
b. Develop a program for private/corporate contributions for park and recreation facilities and programs.	● 2	● 1							●	●	●	Ongoing



1984-2000 Park & Recreation Facilities Map

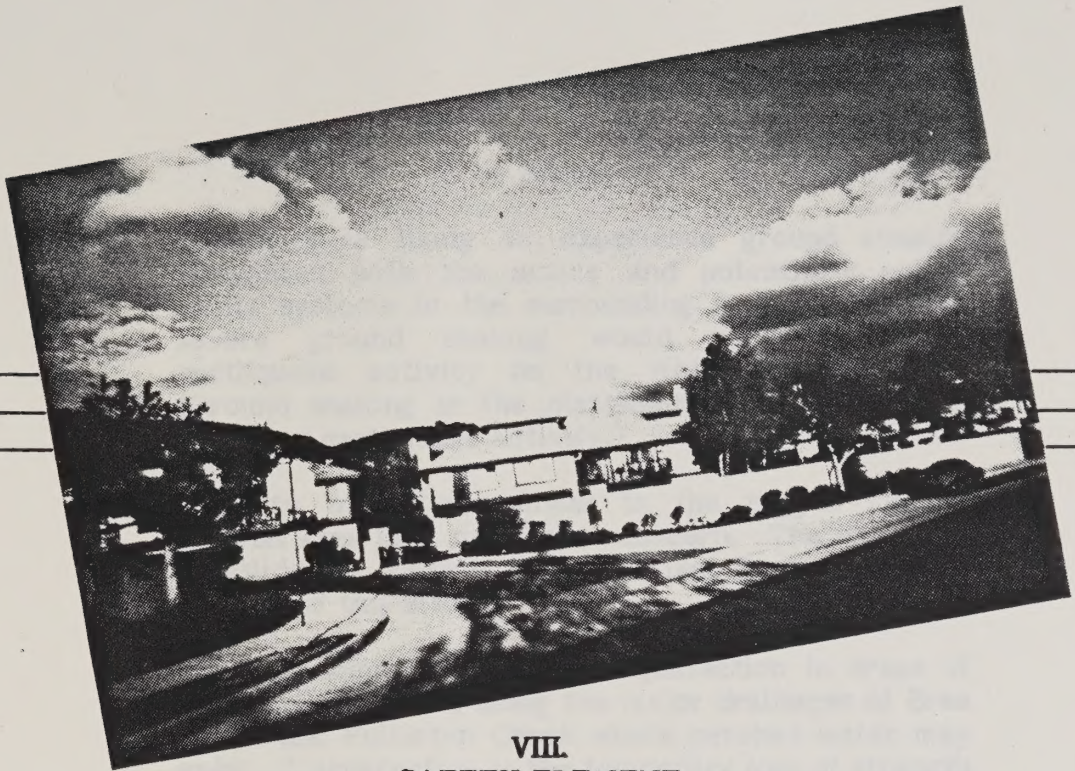
PARKS and RECREATION ELEMENT CITY OF BREA



600 0 1200 2400 3600 Feet

25 100 200 Acres

8. SAFETY ELEMENT



VIII SAFETY ELEMENT

Introduction

This element of the General Plan is intended to establish information and guidelines which result in protecting the Brea community from any unreasonable risks associated with the effects of seismically induced hazards; other geologic hazards; flooding; wildland and urban fires, and hazardous wastes. This element also addresses items related to fire hazards such as evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures.

An inventory was compiled of seismic and geologic hazards and is presented in Section I of the Technical Appendix. In addition, an analysis was completed of potential flooding-related hazards in the future. Finally, information was obtained from the Fire Department to ascertain the current and future potential for fire hazards. The results of these inquiries provided the basis for identifying issues and opportunities related to the Safety Element.

Issues and Opportunities

From the analysis of technical information and legislative planning requirements the safety-related issues and opportunities were identified. These are summarized in the following list.

Issues

1. The City is likely to experience ground shaking associated with the active and potentially active faults systems in the surrounding area. The most severe ground shaking would be result from earthquake activity on the Whittier fault zone. (Ground shaking is the displacement of the ground following earthquake activity.)
2. Stability of natural slopes in the rugged Carbon Canyon area is a significant concern. The numerous landslides in Carbon Canyon attest to the stability hazards of this area.
3. There is some potential for liquefaction in areas of Carbon Canyon and along the major drainages of Brea Creek and Fullerton Creek where perched water may exist. (Liquefaction is the temporary loss of strength of a saturated, loose to moderately dense, sandy soil section due to ground shaking. Perched water is isolated water that is situated above the main water table.)
4. There is potential for erosion and slope instability related to stream activity along major canyons and drainage courses.
5. There is a remote possibility of dam failure at the Carbon Canyon Dam and at the Orange County reservoir.
6. There is a need for operational public facilities immediately after a natural emergency.
7. Fire Zone Four identifies hazardous fire areas in the planning area.
8. All major tributary courses throughout the City are areas of potential flooding.
9. Hazardous materials are transported through the City of Brea by truck and by rail.
10. There are several industrial and research facilities which store and/or use hazardous materials in their operations. The ten largest users of hazardous materials are listed in the Technical Appendix.

11. Union Chemical has the largest storage quantity of a single hazardous material, which is ammonia. Occasionally, there is a release of ammonia vapor from this facility. As yet, there has never been an occasion to evacuate anyone due to a leak.
12. Future development in the Carbon Canyon area will result in the need for additional public safety facilities including police, fire and paramedic services.
13. The Olinda Landfill is located just outside the Brea City limits in the Chino Hills.

Opportunities

1. There are existing data, including the Alquist-Priolo Studies, that can be used to identify and regulate seismic hazards.
2. The City has adopted Hillside Development Standards to protect the natural hillsides.
3. There is an inundation map to guide development in areas that would be affected by dam failure.
4. The City is in the process of revising the "Emergency Plan" which will establish evacuation procedures and an emergency operation center.
5. The City has a combined water storage capacity of 65 million gallons which provides an adequate water supply for firefighting purposes.
6. Assembly Bill 2185 (Waters Bill) was recently passed to authorize the establishment of area and business plans relating to the handling and release of hazardous materials. The intent of the bill is to establish statewide standards for plans that would contain information regarding the location, type, quantity and risks of hazardous materials stored, handled, used or disposed of which could accidentally be released into the environment. A synopsis of this bill is provided in the Technical Appendix. AB 2185 permits cities to adopt by ordinance more stringent regulations and to designate the City as the enforcing agency.

7. The California Highway Patrol has the authority over hazardous spills on State highways. Both the Highway Patrol and the California Department of Transportation have response teams for the containment of hazardous materials incidents. The railroad maintains a central dispatch office which monitors all lines. In the event of a hazardous materials incident, emergency response personnel would be dispatched to the site.
8. A risk analysis was recently completed by The Bechtel Corporation for the Union Chemical facility in Brea. The risk analysis and the company's emergency plan are on file at the Brea Public Library. As part of Union Chemical's annual maintenance program, the plant is shut down for several weeks while all equipment is inspected.
9. In the event of an emergency, the Brea Fire Department will receive aid from surrounding cities through an existing mutual aid agreement. For large-scale emergencies, assistance is available from the State Office of Emergency Services and from the Federal Emergency Management Administration.
10. The Brea Police and Fire Departments provided information for the development of the Carbon Canyon Specific Plan regarding safety requirements. All future construction must comply with Fire Department requirements regarding fire flows, the number and spacing of fire hydrants, building clearances and emergency access.
11. The Olinda Landfill accepts only Class II and Class III wastes. No sludge, liquid or hazardous wastes are accepted. All waste disposal activities are conducted in accordance with State performance standards.

Goals, Policies & Objectives

Providing a safe and healthful living environment for residents and workers of Brea has been a continuing commitment of the City. In this sub-section are presented the City's goals, policies and objectives for promoting a safe environment and directing the implementation of safety-related policies and programs. These statements are derived from the previous Safety and Seismic Safety Elements, the policies and practices of the City of Brea; State legislation; and implementation programs adopted by the City Council during the past decade.

Goals

1. Provide a safe and nonhazardous environment for the Brea community.
2. Minimize the potential for loss of life and property in the event of a seismic event.

Policies

1. To identify seismic and other geologic hazards.
2. To establish requirements for adequate construction in geologically hazardous areas.
3. To insure continuity of vital services following an earthquake.
4. To participate in regional emergency response planning.
5. To establish evacuation routes on a site specific basis pursuant to the Fire Department policies.
6. To require a road width of two twelve foot lanes (plus parking) for emergency access per requirements of the Brea Fire Department.

Objectives

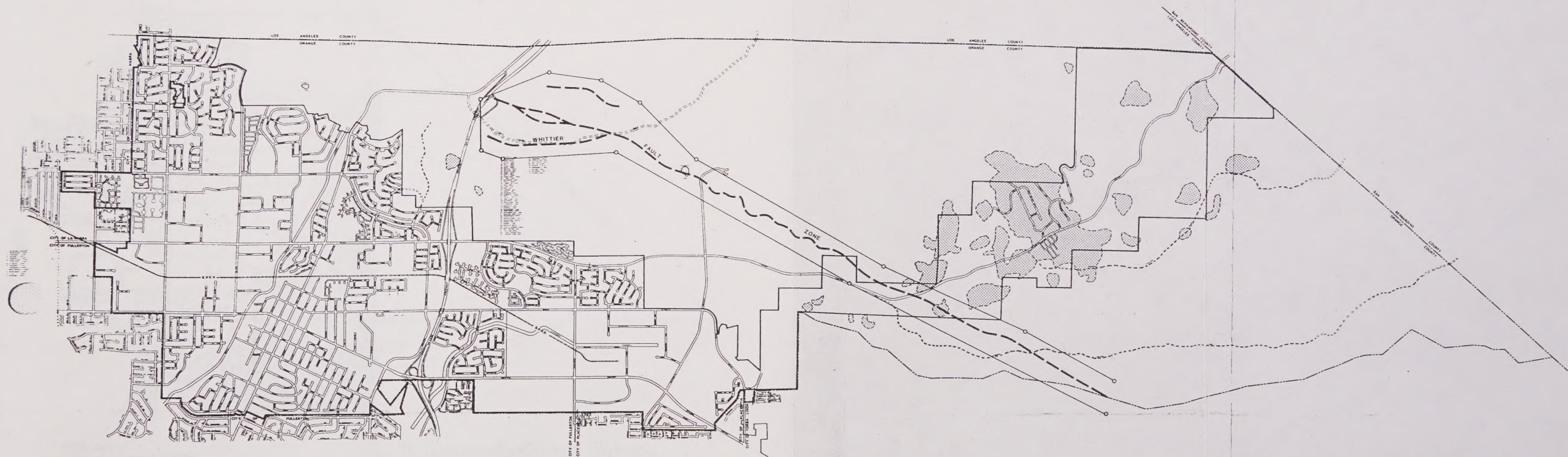
1. To complete revision of the City's "Emergency Plan" within a two-year period so that the plan becomes a more effective implementation tool. (The City has an Emergency Plan that meets all of the State Office of Emergency Services Guidelines. The plan is on file with the State, the County of Orange and the Red Cross.)
2. To complete an inventory of all businesses within the City that use hazardous materials and to update that inventory as needed.

Implementation: Action Programs

It is anticipated that the Brea planning area, including the City proper, Carbon Canyon area and Sphere-of-Influence, will experience seismic activity in the future. Planning and regulation can lessen the intensity and effects of seismic events. By utilizing regulatory tools to implement the policies of the General Plan, the City's actions may counter and reduce the anticipated impacts which have a probability of occurring. The implementation measures of the City of Brea are presented in the list below.

1. Relevant City codes and ordinances shall be evaluated and revised, as appropriate and necessary, to protect the Brea community from hazards resulting from seismically-induced events, flooding and fires. These codes and ordinances include the following: a) Zoning Ordinance; b) Uniform Building Code; c) Uniform Housing Code; and d) Uniform Fire Code.
2. Codes and ordinances regulating fire safety, hazardous housing, and inferior building conditions will be enforced and shall be continually reviewed and improved, as appropriate and necessary.
3. Site-specific geologic and geotechnical studies must be provided prior to construction in the Carbon Canyon area.
4. Site-specific geological and geotechnical studies should be provided prior to construction along the stretches of alluvial deposits in the major drainage courses.
5. Building should be controlled in possible inundation areas and/or flood waters should be controlled by structures engineered to withstand possible dam failure.
6. All new construction shall conform to the seismic standards of the Uniform Building Code.
7. Supplemental studies on the site-specific features of geology, seismicity and structural engineering should be provided for large or complex buildings and/or crucial facilities in order to adequately address geologic hazards.

8. Alquist-Priolo Special Studies for Fault Hazards requirements should be implemented for any construction within or near a fault zone to preclude building on an active fault trace.
9. A program of public information will be prepared so that residents and workers in Brea will have adequate information concerning seismic and geologic hazards.
10. Continue to implement Ordinance 731 which contains restrictions pertaining to roofs.
11. Continue to implement the Uniform Fire Code, 1982 edition, Appendix II-A which designates clearance requirements for structures in hazardous fire areas.
12. Continue to conduct Fire Department education programs for schools, industry, churches, civic organizations and homeowner groups.
13. Continue to conduct the Fire Department's regular inspection program of commercial and industrial uses.
14. Continue to conduct the Fire Department's quarterly inspections of identified hazards.
15. Continue to participate in the Federal Flood Insurance Program.
16. The Fire Department is currently preparing an inventory of all businesses within the City that use hazardous materials. This inventory will be the basis for a permitting process in conjunction with the Uniform Fire Code Hazardous Materials Permit.
17. Continue to utilize the Orange County Hazardous Materials Response Plan in the field. There are three hazardous materials service units in the County which provide assistance on a mutual aid basis.
18. Continue to respond, on a complaint basis, to hazardous substance releases.



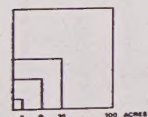
Fault Hazard Zone & Landslide Areas Map

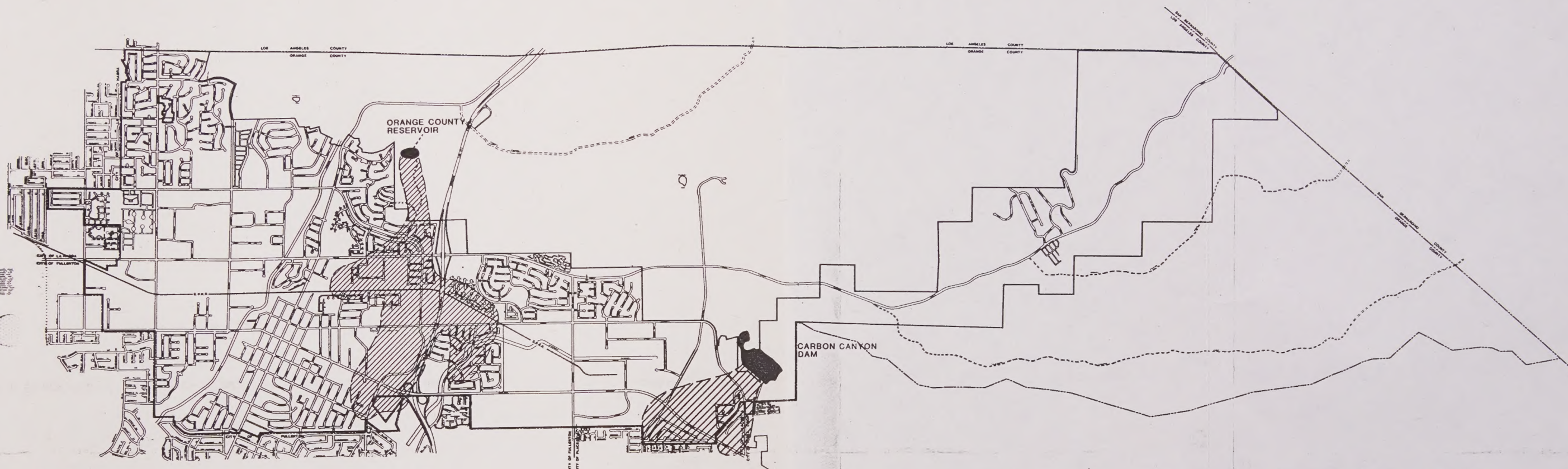
SAFETY ELEMENT

CITY OF BREA

EXHIBIT 9

-  FAULT HAZARD ZONE
-  ACTIVE FAULT
-  LANDSLIDE AREAS





■ DAM SITE
 ▨ AREA SUBJECT TO POTENTIAL
 INUNDATION IN THE EVENT OF
 DAM FAILURE

Dam Sites & Inundation Map **SAFETY ELEMENT**

CITY OF BREA



EXHIBIT 10

9. NOISE ELEMENT



IX. NOISE ELEMENT

Introduction

Existing and future developed areas of the City will be affected by the noise environment. The purpose of the Noise Element is to provide information on current and future noise levels in the City. This information then is used to identify the most suitable locations for various land uses, especially those that are particularly sensitive to noise impacts. The adopted Noise Element also will facilitate the enforcement standards and codes and thereby protect the health and well-being of the persons living and working in Brea.

Issues and Opportunities

Section J of the Technical Appendix contained an inventory and analysis of the current and future noise environment. Roadway noise is the most significant source of noise in the City; for this reason noise impact contour and tables have been prepared for the major roads and streets traversing the City. On the basis of the data included in the Technical Appendix and the legislative requirements several issues and opportunities have been identified.

Issues

1. Noise generated by vehicular traffic is the most significant noise source in the planning area.

2. Significant increases in vehicular traffic noise will result from continued development throughout the city. A greater portion of the population will be exposed to levels of 70 CNEL or greater if noise control measures are not implemented. (Current and future CNEL contour distances from roadway centerlines are presented in the Noise Impact Tables of Section J in the Technical Appendix.)
3. Schools, hospitals, rest homes and residential neighborhoods are the most noise sensitive land uses in the City.
4. Early morning truck traffic on arterials adjacent to residential areas (such as Lambert Road and Birch Street) has a greater potential for disturbing residents than automobile traffic.
5. Vehicular noise levels, current and future, are highest in proximity to the Orange Freeway.

Opportunities

1. Through the use of the noise impact contour maps and the Noise Impact Tables presented in Section J of the Technical Appendix, areas where site specific acoustical analysis should be required can be identified readily.
2. Since new construction must comply with California Administrative Code Title 25 structural sound control requirements, there will be a reduction of potential noise impact problems.
3. Enforcement of the noise related standards and codes will reduce periodic intrusive noises.

Goals, Policies & Objectives

This sub-section presents a statement on what the City's intends to accomplish for purposes of reducing unwanted noise. This statement then provides guidelines for the implementation of specific action programs, including codes and ordinances. These statements are derived mainly from the previous Noise Element, input of the Planning Commission and City Council during the course of several General Plan study sessions, and the subject areas included in the planning requirements for Noise Elements.

Goals

1. To minimize noise impacts to the people who live and work in Brea.
2. To control noise in Brea for the protection of the health and well being of its current and future citizens.
3. To maintain or reduce noise levels in noise sensitive areas.

Policies

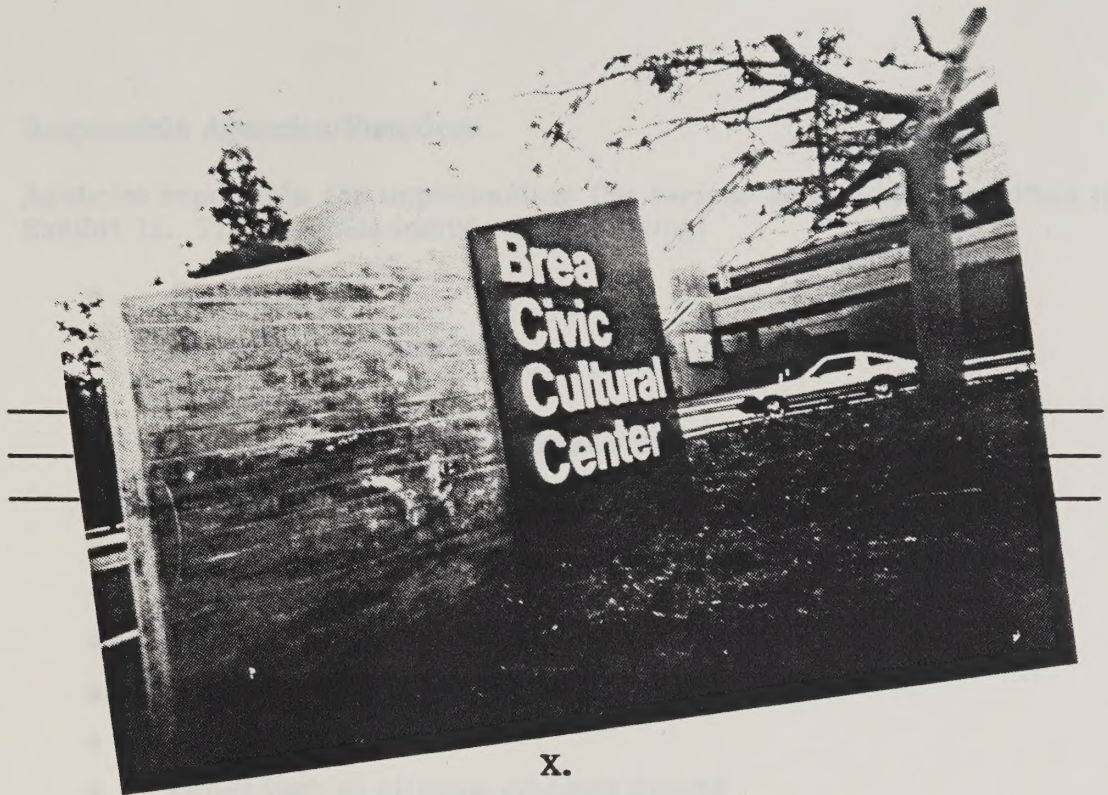
1. To reduce transportation noise by imposing traffic restrictions where necessary.
2. To identify potential land use conflicts and to determine where acoustical analysis/mitigation studies will be necessary through the periodic use of the noise contour maps and noise impact tables.
3. To evaluate the impacts of specific projects in the context of the cumulative noise impacts presented in the noise contour maps and noise impact tables.
3. To incorporate noise control techniques, as appropriate, in housing rehabilitation programs.
4. To require project applicants to reduce or buffer noise generated by a proposed development if it would otherwise create an unsatisfactory noise environment for adjacent properties.
5. To consider noise emissions when purchasing City equipment and services.

Implementation: Action Programs

1. In certain areas where arterials are adjacent to residential neighborhoods, truck traffic has been restricted.
2. Noise contour maps and noise contour tables have been developed (refer to Section J of the Technical Appendix.)
3. Noise standard and ordinances will be adopted by the City.
4. Development plans will continue to be reviewed by City Staff to identify potential noise/land use conflicts.
5. All projects will continue to be processed in accordance with adopted CEQA guidelines.
6. Policies and programs to reduce adverse noise impacts will be prepared for major roadways in the City.
7. In coordination with CalTrans, the City will prepare a phased program for the construction of block walls along the Orange (57) Freeway and other major roadways such as Imperial Highway and Lambert Road.

10. COMPOSITE IMPLEMENTATION
PROGRAM MATRIX

10. COMPOSITE IMPLEMENTATION PROGRAM MATRIX



X.

COMPOSITE IMPLEMENTATION PROGRAM MATRIX

Introduction

The purpose of this chapter is to establish a framework for guiding the implementation of the General Plan, especially during the next five-year time period. To achieve this objective the numerous implementation actions have been consolidated in a "composite implementation program matrix."

General Plan Elements/Implementation Actions

In the body of each element, a series of implementation measures and actions are recommended for purposes of achieving the goals, policies, and objectives of the General Plan. Following adoption of the General Plan by the Planning Commission and City Council, it will be necessary to initiate a series of action steps. The implementation actions for the following elements are presented in Exhibit 11:

- Land Use
- Circulation
- Housing
- Open Space and Conservation
- Parks and Recreation
- Safety
- Noise

Responsible Agencies/Functions

Agencies responsible for implementing the various actions are identified in Exhibit 11. The agencies include the following:

- City Council
- Planning Commission
- City Manager
- Development Services Department
- Community Services Department
- Maintenance Services Department
- Police Department
- Fire Department
- Redevelopment Agency
- School District
- Other such as citizens advisory groups

Major functions of each agency with respect to each implementing action are identified as follows:

1. Adopt as city policy
2. Recommend policies, priorities
3. Budget allocation
4. Capital improvements programming
5. Master, specific, area, special plans
6. Special studies
7. Environmental studies
8. Development Code and Manual preparation and amendment
9. Grants application
10. General Plan amendment and revision
11. Inter-agency coordination
12. Citizen participation/Advisory Committees
13. Staff input
14. Review

EXHIBIT 11
GENERAL PLAN
COMPOSITE IMPLEMENTATION PROGRAM MATRIX
(1986-1991)

<u>ELEMENTS AND IMPLEMENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV. SERVICES</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE DEPT.</u>	<u>FIRE DEPT.</u>	<u>REDEV. AGENCY</u>	<u>SCHOOL DIST.</u>	<u>OTHER</u>
<u>LAND USE ELEMENT</u>											
1. Implement the Land Use Element	1	2		13						14	12
2. Prepare, adopt and implement a modern Development Code and Manual	1	2		8			13	13			
3. Implement the adopted land use categories for residential, commercial, industrial, open space/parks/recreation and public buildings and facilities				8 13	9		13	13			

<u>ELEMENTS & IMPE- MENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV. SERVICES</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE DEPT.</u>	<u>FIRE DEPT.</u>	<u>REDEV. AGENCY</u>	<u>SCHOOL DIST.</u>	<u>OTHER</u>
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9. Adopt and imple- ment Carbon Canyon Specific Plan	1	2	13	4	13	13	13	13	13	13	12
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10. Adopt and imple- ment Towne Plaza Specific Plan	1	2	13	4	13	13	13	13	13	13	13
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CIRCULATION

1. Implement the Circulation Element/ Master Plan of Arterial Highways	1	2		11							
---	---	---	--	----	--	--	--	--	--	--	--

2. Complete improvements at 24 intersections as planned development occurs in the vicinity of the Brea Mall	3	14	3	4 13		13					
---	---	----	---	---------	--	----	--	--	--	--	--

3. Include bus turnouts in public and private development projects (as feasible)				11 13							
---	--	--	--	----------	--	--	--	--	--	--	--

<u>ELEMENTS & IMPE-</u> <u>MENTATION ACTIONS</u>	<u>CITY</u> <u>COUNCIL</u>	<u>PLANNING</u> <u>COMMISSION</u>	<u>CITY</u> <u>MANAGER</u>	<u>DEV.</u> <u>SERVICES</u>	<u>COMMUNITY</u> <u>SERVICES</u>	<u>MAIN.</u> <u>SERVICES</u>	<u>POLICE</u> <u>DEPT.</u>	<u>FIRE</u> <u>DEPT.</u>	<u>REDEV.</u> <u>AGENCY</u>	<u>SCHOOL</u> <u>DIST.</u>	<u>OTHER</u>
4. Condition future industrial develop- ments to provide pedestrian access		14		8				13			
5. Retrofit sidewalks along arterial Streets		14		8				13			
6. Develop program to mitigate traffic safety problems	1 3	2	9 13	4 5 9		13					

ELEMENTS & IMPLEMENTATION ACTIONS			CITY	PLANNING	CITY	DEV. COMMUNITY MAIN.	POLICE	FIRE	REDEV.SCHOOL
HOUSING			COUNCIL	COMMISSION	MANAGER	SERVICES SERVICES SERVICES	DEPT.	DEPT.	AGENCYDIST.OTHER
1.	Enforce housing quality standards (e.g., Uniform Building Code)		13			14			
2.	Provide financial assistance to facilitate residential rehabilitation (e.g., low interest loans, deferred loans, investor-owner loans)		13			14		12	
3.	Protect existing affordable market rate housing		13			14			
4.	Preserve continued housing affordability			13			14		
5.	Evaluate the feasibility of a housing quality review service	1	2	13			14		
6.	Evaluate the feasibility of augmenting existing rehabilitation assistance through the affordable housing fund	1	2	13	14		13		

<u>ELEMENTS & IMPLEMENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV.</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE SERVICES</u>	<u>FIRE DEPT.</u>	<u>REDEV. DEPT.</u>	<u>SCHOOL AGENCY</u>	<u>DIST. OTHER</u>
7. Assure a variety of housing types through implementation of the Land Use Element and Zoning Ordinance on vacant and redevelopment sites			8 13								
8. Expand the availability of sites through inventories, rezoning and specific planning			8 10								
9. Assist in the development of affordable housing through resources of the Redevelopment Agency, housing cost reductions, and possible availability of excess public property			13		13						
10. Evaluate the feasibility of a "shared housing" program and "employment based" housing	1 2		14 13		14						

<u>ELEMENTS & IMPE- MENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV. SERVICES</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE DEPT.</u>	<u>FIRE DEPT.</u>	<u>REDEV. AGENCY</u>	<u>SCHOOL DIST.</u>	<u>OTHER</u>
11. Establish the most effective use of the affordable housing fund and prepare a budget and strategy plan	1	2		14					13		
12. Develop a modern Development Code and Manual which contributes to housing needs by assuring effective land use controls and development standards	1	2		8 13			14	14	14		
13. Allocate sufficient land to satisfy housing production needs				8 10 13							
14. Continue to promote equal housing opportunities				8					8		

1.	Adopt and implement the Open Space/ Conservation Element map for Managed Production of Resources	1	2	8				
2.	Identify compatible joint use facilities in areas designated for the managed production of resources			6 10 11	13	13		
3.	Implement the revised Parks and Recreation Element	1	2	3	4 6	9		12
4.	Continue implementation of the flood plan management practices per the National Flood Insurance Program			11				
5.	Identify specific trail easements within the Stream Flood Corridors			6				

<u>ELEMENTS & IMPLEMENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV. SERVICES</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE DEPT.</u>	<u>FIRE DEPT.</u>	<u>REDEV. AGENCY</u>	<u>SCHOOL DIST.</u>	<u>OTHER</u>
6. Protect the scenic and visual qualities along the existing Carbon Canyon Road and future Soquel Canyon Road per the Carbon Canyon Specific Plan				8							
7. Regulate signs within scenic corridors to avoid visual conflict	1	2		8							
8. Minimize grading to protect scenic and visual qualities along Carbon Canyon Road and future Soquel Canyon Road	1	2		8							
<u>PARKS & RECREATION</u>											
1. Renovate Arovista Park	1 3			13	9	13					
2. Develop a Sports Complex	1 3		13							11	12
3. Construct a restroom facility for Greenbrier Park						13					

<u>ELEMENTS & IMPE- MENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV. SERVICES</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE DEPT.</u>	<u>FIRE DEPT.</u>	<u>REDEV. AGENCY</u>	<u>SCHOOL DIST.</u>	<u>OTHER</u>
4. Control building in possible inundation areas and/or flood waters to withstand possible dam failure				13							
5. Assure that new construction conforms to the seismic standards of the Uniform Building Code				8 13			14	14			
6. Assure that supplemental site-specific studies are completed for large or complex buildings and/or crucial facilities in order to adequately address geologic hazards											6 10
7. Alquist-Priolo Special Studies for Fault Hazards requirements should be implemented for and construction within or near a fault zone to preclude building on an active fault trace				8 13							

<u>ELEMENTS & IMPLEMENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV. SERVICES</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE DEPT.</u>	<u>FIRE DEPT.</u>	<u>REDEV. AGENCY</u>	<u>SCHOOL DIST.</u>	<u>OTHER</u>
8. A program of public information will be prepared so that residents and workers in Brea will have adequate information concerning seismic and geologic hazards	1	2		13	13			13			
9. Continue to implement Ordinance 481 which contains restrictions pertaining to roofs, exterior combustible members, vents and chimney spark arrestors in hazardous fire areas								13			
10. Continue to implement the Uniform Fire Code, 1977 edition, Appendix E which designates clearance requirements for structures in hazardous fire areas								13			
11. Continue to conduct Fire Department education programs for schools, industry, churches, civic organizations and homeowners groups.								13			

<u>ELEMENTS & IMPLEMENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV. SERVICES</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE DEPT.</u>	<u>FIRE DEPT.</u>	<u>REDEV. AGENCY</u>	<u>SCHOOL DIST.</u>	<u>OTHER</u>
12. Continue to conduct the Fire Department's regular inspection program for commercial and industrial uses.								13			
13. Continue to conduct the Fire Department's quarterly inspections of identified hazards.								13			
14. Continue to participate in the Federal Flood Insurance Program				13							
15. Complete inventory of businesses with hazardous material				13				13			
16. Continue to utilize Orange County Hazardous Materials Response Plan	1			13				13			
17. Continue to respond to complaints of hazardous substance releases	1			13				13			

NOISE

<u>ELEMENTS & IMPE- MENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV.</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE SERVICES</u>	<u>FIRE DEPT.</u>	<u>REDEV. DEPT.</u>	<u>SCHOOL AGENCY</u>	<u>DIST.OTHER</u>
1. Restrict truck traffic in certain areas where arterials are adjacent to residential neighborhoods	1	2		6			13	13			
2. Use the noise contour maps and noise contour tables to identify the location of site-specific noise studies				13							6
3. Adopt noise standards and ordinances	1 2		13	13							
4. Review development plans to identify potential noise/land use conflicts			13								
5. Continue to process projects in accordance with the adopted CEQA guidelines			7 13								

LEGEND:

1. Adopt as City policy
2. Recommend policies,priorities and program
3. Budget allocation
4. Capital improvements programming
5. Master, specific, area, special plans
6. Special studies
7. Environmental studies
8. Development Code/Manual preparation and amendment
9. Grants application
10. General Plan amendment/revision
11. Inter-agency coordination
12. Citizen participation/Advisory Committees
13. Staff input
14. Review

11. GROWTH MANAGEMENT ELEMENT



XI. GROWTH MANAGEMENT ELEMENT

Introduction

Purpose and Intent

The purpose and intent of this Element is to provide that growth and development is balanced with the City's ability to provide an adequate circulation system pursuant to the requirements of the Revised Traffic Improvement and Growth Management Ordinance also known as Measure M. This Element strives to maintain and/or improve the quality of life in Brea.

History

On November 6, 1990, Orange County voters approved Measure M, the Revised Traffic Improvement and Growth Management Ordinance, which provided funding for needed transportation improvements. Measure M authorized the imposition of a one half cent retail sales tax for a period of twenty years effective April 1, 1991. A portion of the monies received from Measure M is to be returned to local jurisdictions for use on local and regional transportation improvements and maintenance projects.

In order to qualify for these revenues, Measure M requires each City to comply with the Orange County Division, League of California Cities Countywide Traffic Improvement and Growth Management Program which was included by reference in the Measure M ordinance. This program states that each jurisdiction must adopt a Growth Management Element to its General Plan which includes the following sections:

- Traffic level of service standards;
- Development Mitigation Program;
- Development Phasing and Annual Monitoring Program.

The City's compliance with these component's is addressed in this Element.

Issues and Opportunities

The Growth Management Element contains policies for the planning and provision of traffic improvements that are necessary for the City's orderly growth and development and continued and/or improved quality of life. Under the Orange County League of Cities Growth Management Program, a city can designate whether it is a "developed" or a "developing" community. Developed cities generally need to address only traffic and circulation issues, and developing communities need to address a larger range of public services and facilities such as fire, police, flood control, and parks. As most of the public service facilities for the City have been constructed or are included in a Specific Plan, the City's Growth Management Element is developed on the basis of being a "developed" city. At such time as the sphere of influence area is annexed to the City, this Element may be amended to include public services and facilities other than transportation.

This Element is divided into six sections. Section I provides a statement of the purpose and intent of the Element and a brief history. Section II provides an overview of the Element and includes discussion of General Plan consistency and the implementation process. Section III provides a definition of terms used in this Element. The goals, policies, and objectives are stated in Section IV. Section V includes discussion of implementation programs for achieving the goals and objectives of the Element.

Consistency with Other General Plan Elements

A major goal of the Growth Management Element is to insure that the planning, management, and implementation of traffic improvements are adequate to meet the current and projected needs of the City. The Growth Management Element does not replace or supersede other General Plan Elements, such as the Circulation Element which also specifies goals and policies for transportation and circulation issues. Instead, the Growth Management Element addresses, amplifies and supports traffic standards and future development standards. Table I identifies Growth Management Policies in the existing General Plan by Elements. The Growth Management Element consists of goals, objectives

and policies to serve as a guide for the selection of mitigation measures and conditions of approval for projects processed in the City. Additionally, it provides a means of implementing the Master Plan of Arterial Highways.

This Element is the City's most current position on growth management policies. Consequently, although there is some overlap among the policies in other General Plan Elements, this Element is defined as the key resource document for growth management policies and issues.

TABLE I - GME

Growth Management Policies by Element

ISSUE AREA	POLICIES BY ELEMENT						
	Land Use	Circulation	Housing	Open Space Conservation	Parks and Recreation	Safety	Noise
Civic Rec/Cultural Facilities				12	1		
Transportation	2,3, 2,4	5, 10, 12	11	13		6	1
Public Utilities	2,2						
Development Mitigation		2, 3, 6, 7					2, 3
Development Phasing				6, 7			
Inter-Jurisdictional Coordination		1, 4, 8, 9, 11			4, 11		

Implementation Process

While this Growth Management Element provides a significant resource document for future growth management efforts, it is not the final action necessary to establish a comprehensive Growth Management Program for the City. Rather, the intent of the Growth Management Element is to establish the basic policy framework in the General Plan for future implementing actions and programs. In addition, future amendments to the Growth Management Element may be required to reflect the results of the implementation process.

Part of the implementation planning process is undertaken by the City in its involvement in the Growth Management Inter-jurisdictional Forum. The purpose of the GMA's was established under the guidelines of Measure M and is to enable local jurisdictions to discuss their mutual transportation concerns and coordinate improvements to the area transportation system.

State Highway System Impacts

It is recognized that the State Highways are a significant component of Brea's transportation system and, therefore, greatly influence the operation of the City's roadway system. The City is bisected by the Orange Freeway (SR 57), a major State Highway providing interregional access for the counties of Riverside, San Bernardino and Los Angeles. Imperial Highway (SR 90) as well as State College Boulevard are designated as superstreets by the Orange County Transportation Authority (OCTA). Carbon Canyon Road (SR 142) traverses the eastern portion of Brea providing access for San Bernardino County. Thus, this Element discusses the relationship of the State Highway system to the City's circulation system.

Impact of Freeway System on the Arterial Highway System

An Arterial Highway System is intended to support and serve existing and adopted land uses. It is part of a balanced transportation system which includes autos, trucks, buses, bicycles, and pedestrians. The arterial system provides for both through movement and a collector function. Major and Primary Arterial Highways are intended to accommodate the bulk of intra-regional traffic and complement both the freeway system and the local street network. Secondary arterials and commuter arterials serve mainly as collectors which move traffic from local streets to the Major and Primary arterial system.

The transportation problems in Brea stem primarily from the inadequate capacity in the freeway system to serve the travel demands placed on the system during the peak periods. As congestion continues to increase on the freeway system, more drivers utilize the arterial system, particularly those parallel to freeways, or arterials serving the same trip destination as the freeway. Consequently, some of these parallel arterials are becoming increasingly congested. This situation is of special concern on those arterials which provide access for the freeway system. In Brea, Carbon Canyon Road (SR 142) serves the same trip destination as the Riverside Freeway (SR 91) for residents commuting to work in the Orange County area from San Bernardino and Riverside Counties and the road is normally congested at peak hours. Brea Canyon Road, Brea Boulevard, and State College Avenue also serve as alternative parallel routes for the Orange Freeway (SR 57) during peak hours. Likewise, Imperial Highway (SR 90) serves as a major alternate route to the Riverside Freeway (SR 91) for through traffic from Riverside and Los Angeles Counties.

Definitions of Terms

For the purpose of this Element, the following terms are defined below:

1. **"Capital Improvement Program"** (CIP) shall mean a listing of capital projects needed to meet, maintain and improve Brea's adopted Traffic Level of Service and performance standards. The CIP shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.
2. **"Comprehensive Phasing Program"** (CPP) shall mean a road and public facilities improvement and financing plan which responds to the level of service requirements in this Element. With regard to road improvements, a CPP must include level of service requirements and take into account measurable traffic impacts on the circulation system.
3. **"Critical Movement"** shall mean any of the conflicting through or turning movements at an intersection which determine the allocation of green signal time.
4. **"Development Phasing Program"** shall mean a program which establishes the requirement that building and grading permits shall be approved or issued in a manner that assures implementation of required transportation and public facilities improvements. Brea shall specify the order of improvements and the phasing of dwelling units based, at a minimum, on mitigation measures adopted in conjunction with environmental documentation and other relevant factors.
5. **"Deficient Intersection Fund"** shall mean a fund established to implement necessary improvements to existing intersections which do not meet the Traffic Level of Service Policy. This fund shall be used to implement the Capital Improvement Program (CIP).
6. **"Deficient Intersection List"** shall mean a list of intersections that: 1) do not meet the Traffic Level of Service Policy for reasons that are beyond the control of the City (e.g., ramp metering effects, traffic generated outside the City's jurisdiction) and 2) are not brought into compliance with the LOS standard in the most current Seven-Year Capital Improvement Program. Additional intersections may be added by the City to the deficient intersection list only as a result of conditions which are beyond the control of the City.
7. **"Growth Management Areas"** (GMA's) shall mean subregions of the County established by the City-County Coordination Committee (or successor) to promote inter-jurisdictional coordination in addressing infrastructure concerns and in implementing needed improvements.

8. **"Growth Management Element"** shall mean the Growth Management element of the City General Plan as required by the Revised Traffic Improvement and Growth Management Ordinance (Measure M).
9. **"Interjurisdictional Planning Forums"** shall mean the Growth Management Areas as established by the Regional Advisory Planning Council.
10. **"Local Transportation Authority"** as currently designated by the Board of Supervisors shall mean the Orange County Transportation Authority.
11. **"Measurable Traffic"** shall mean a traffic volume resulting in a 1% increase in the sum of the critical movements at an intersection.
12. **"Measure M"** refers to the Revised Traffic Improvement and Growth Management Ordinance adopted by Orange County voters on November 6, 1990. The Measure authorized the imposition of a half cent retail sales tax for a period of 20 years effective April 1, 1991. The sales tax increase will be allocated to local Orange County jurisdictions for use on local and regional transportation improvements and maintenance projects.
13. **"Performance Monitoring Program"** (PMP) shall mean a comprehensive road improvement and financing plan which monitors the level of service requirements in this Element while taking into account measurable traffic impacts on the circulation system. This program will annually review the status of public and private roadway improvements associated with the Seven Year Capital Improvement Program and Develop Phasing Program to assure that the City is taking appropriate actions to achieve the Level of Service standards set for in this Element.
14. **"Regional Advisory Planning Council"** (RAPC) shall mean the Orange County appointed body which reviews regional planning issues.
15. **"Traffic Level of Service"** is a qualitative measure of the relationship between the volume and capacity of a roadway usually described by the letters "A" through "F" where LOS "D" is usually considered the least acceptable condition as an industry standard for traffic analysis purposes.

Goals, Policies and Objectives

Goals

The goals of this Element are to:

- Reduce traffic congestion; and
- To ensure that adequate transportation facilities are provided for existing and future residents of the City.

These goals shall be accomplished through implementation of the policies and programs set forth in this Element.

Policies

Traffic Level of Service

The Level of Service standard for traffic circulation in the City shall be LOS "D" for intersections under the sole control of the City. Certain intersections listed on the Deficient Intersection List (See Table II) are at LOS "E" or "F" as determined by traffic counts taken in 1992. These deficient intersections do not currently meet the City LOS of "D". Table III lists the intersections which are exempt from LOS "D" as they are not under the sole control of the City. The exempt list recognizes that Caltrans has final authority for implementation of improvements at these locations. While the intersections on the exempt list are not under the sole jurisdiction of the City of Brea, it is the City's intent to pursue improvements and other mitigation measures that will lead to attainment of the level of service standards. The City will utilize the authority it has to place conditions of approval on development and to cooperate with Caltrans toward implementation of improvements and mitigation measures. There is overlap between the two tables as some of the exempt intersections are currently operating below LOS "D."

In order to achieve LOS "D" it shall be the City's policy that, within three years of the issuance of the first building permit for a development project, the necessary improvements to the transportation facilities identified as adversely impacted, shall be completed. The City may consider establishing a Deficient Intersection Fund Fee on all development contributing measurable impacts to intersections on the Deficient Intersection List. This fee, if determined necessary, shall be approved by the jurisdictions in the GMA and locally administered as part of the City's Capital Improvement Program.

Achievement of the adopted Levels of Service standard and implementation of exacted transportation improvements shall take into consideration extraordinary transportation circumstances which may impact identified intersections and/or timing of the required improvements. An example of an extraordinary circumstance would be when arterial

roadways serve as substitute freeway access (thus impacting LOS performance) while planning and construction of additional freeway improvements are underway. Level of Service (LOS) will be measured by the Traffic Level of Service Policy Implementation Manual established by the Local Transportation Authority.

TABLE II

Deficient Intersections (Below LOS "D")

<u>Intersection</u>	<u>LOS</u>
Imperial Highway/State College Boulevard	"F"
Imperial Highway/Brea Boulevard	"F"
Imperial Highway/Berry Street	"E"
State College Boulevard/Lambert Road	"F"
Lambert Road/SR 57 Northbound	"E"
Lambert Road/SR 57 Southbound	"F"

TABLE III

Exempt Intersections

Imperial Highway/Puente Street
Imperial Highway/Berry Street
Imperial Highway/Brea Boulevard
Imperial Highway/State College Boulevard
Imperial Highway/SR 57 Northbound
Imperial Highway/SR 57 Southbound
Imperial Highway/Associated Road
Imperial Highway/Kraemer Boulevard
Imperial Highway/Valencia Avenue
Valencia Avenue/Birch Street
Lambert Road/SR 57 Northbound
Lambert Road/SR 57 Southbound

Development Mitigation

All new development shall pay for or implement its fair share of the street improvement costs associated with that development including regional traffic mitigation.

The City will continue to collect transportation impact fees already in effect within its boundaries as stated in the Master Environmental Impact Report and shall work with adjacent jurisdictions to determine appropriate levels of transportation impact fees within the Growth Management Areas. A Deficient Intersection Fund Fee may be assessed, if necessary, and there may be an update to the City's existing transportation fees. Any expansion or modification to the City's established transportation fees or the addition of new transportation fees would require formal adoption by the City or City/GMA before being implemented.

New revenues generated from Measure M shall not be used to replace private developer funding which has been committed for any project.

A Deficient Intersection Fund may be established by the City in cooperation with the other appropriate jurisdictions to make improvements on those intersections identified by the GMA as necessary to achieve the LOS standard established in this Element.

Development Phasing

New development in the City shall be required to establish a Development Phasing Program which phases approval of development by linking issuance of building permits for the appropriate portion of the development plan (by phase and/or number of units) to roadway improvements required to achieve the appropriate Level of Service in one or more of the following three ways determined during the development approval process: 1) linkage to construction of the designated improvement(s) by the developer, 2) linkage to construction of the of the designated improvement(s) by others, or 3) linkage to payment of the projects share of the funding for designated improvement(s) at a time certain designated by the City. The phasing plan shall include an overall build out plan which can demonstrate the ability of the infrastructure to support the planned development.

Annual Monitoring

The City shall monitor the implementation of the Development Phasing Program for each of its new development projects on an annual basis and prepare a report which indicates the status of development approval and the required traffic improvements and the relationship between them.

Interjurisdictional Planning Forums

The City shall participate in Interjurisdictional Planning Forum(s) as established by the Regional Advisory Planning Council.

Capital Improvement Program

A seven year Capital Improvement Program shall be adopted and maintained in conformance with the provisions of Measure M for the purpose of maintaining the Levels of Service established in this Element.

Balanced Community Development

Recognizing its role as one of North Orange County's major employment centers, and the fact that the City is about 98% built out, it is the City's policy to strive toward achieving a balance of land use whereby residential, commercial, industrial and public uses are proportionally balanced.

Transportation Demand Management

The City shall promote traffic reduction strategies through the measures adopted by its Transportation Demand Management Ordinance.

Objectives

Achievement of the above goals shall be measured by the following objectives:

- **Transportation:** The circulation system shall be implemented in a manner that is designed to achieve a Traffic Level of Service "D" or the current level whichever is farthest from LOS "A" except for those intersections which are impacted by factors beyond the City's control. (See Exempt Intersections-Figure 2)
- **Development Phasing:** Development shall be phased in a manner consistent with the Develop Phasing Program as identified in Section V.

Implementation Programs

Interjurisdictional Planning

The City will participate in Interjurisdictional Planning Forum(s) through the established Growth Management Areas. Brea is currently in Growth Management Area I which includes the following cities as well as Brea: Anaheim, Buena Park, Fullerton, La Habra, Placentia and Yorba Linda. These planning forums are intended to address cumulative traffic impacts and to coordinate improvements in transportation facilities.

Development Mitigation

A Development Mitigation Program shall be established as a process in which all new development pays its share of the mitigation costs associated with that development. Participation in development mitigation shall be required of all new development projects. The development mitigation requirements are identified in the project review and approval process and shall be done in such a way as to be consistent with and incorporate the direction of this Element. Development mitigation will also be coordinated through Interjurisdictional Planning Forums as appropriate to determine fees for Growth Management Areas where improvements are necessary to benefit an area larger than the development site and/or extending outside of the City's boundaries.

Development Phasing

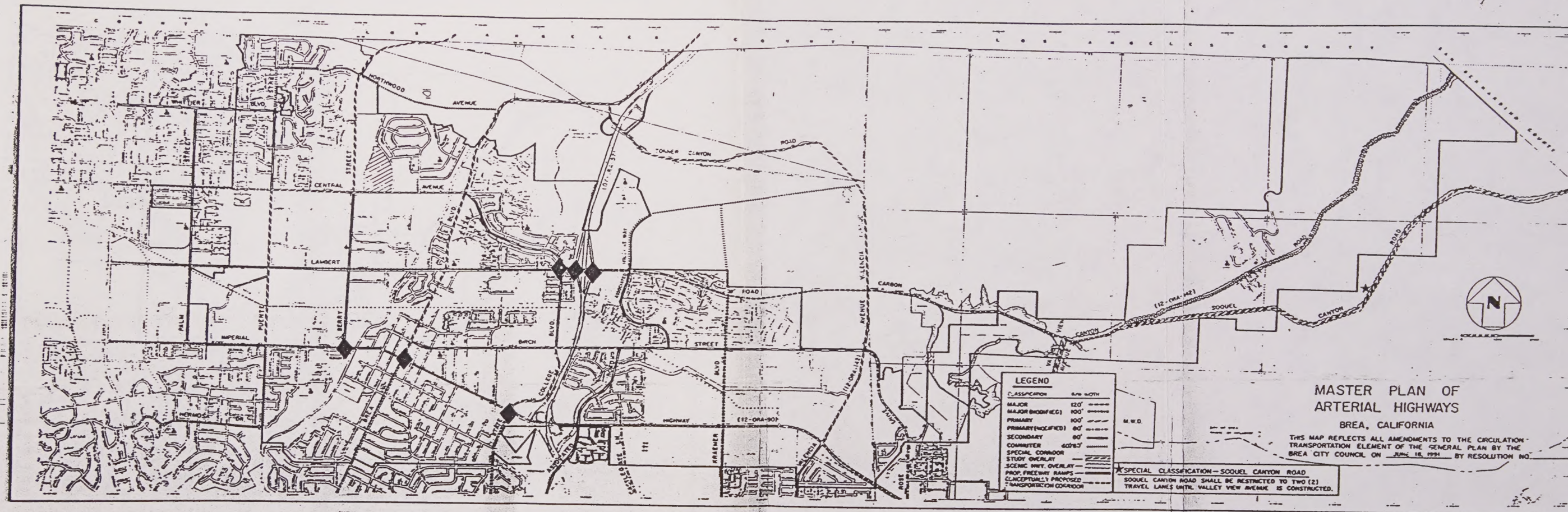
It is the City's policy to require a Development Phasing Program (DPP) for all new development projects. The City's Development Phasing Program is established to ensure that infrastructure is constructed as development occurs so that the provision of road improvements is in balance with traffic demand. The phasing program for new developments shall provide a reasonable lead time to design and construct specific transportation improvements for approved development projects. The City will establish a three year time frame as a guideline for the design and construction of required transportation improvements. The three year time frame shall commence upon the issuance of the first building permit for the project. The time frame for completion of project related improvements shall be incorporated into the phasing program for project approvals in conformance with current City procedures. This Development Phasing Program shall follow the same format and guidelines established by the City for Mitigation Monitoring as required under the California Environmental Quality Act (CEQA) for Environmental Impact Reports and Mitigated Negative Declarations.

Annual Monitoring

The City's annual Performance Monitoring Program (PMP) is intended to provide an annual evaluation of its development phasing plans. This program will review and evaluate the implementation of phasing plans which reflect conditions of approval for traffic improvements required as mitigation measures for the project. The monitoring program is intended to ensure that road improvements or funding are actually provided as required in order to determine whether development may continue. If the improvements or funding required have not been provided, development shall be deferred until compliance with the provisions of this program are achieved.

The monitoring program shall include an annual review of new development projects until all required improvements have been constructed. Traffic related mitigation requirements such as traffic demand management programs shall be continued in conformance with the provisions of project approved programs. The Development Services Director, or designee, shall be responsible for the preparation of this program.

MASTER PLAN OF ARTERIAL HIGHWAYS



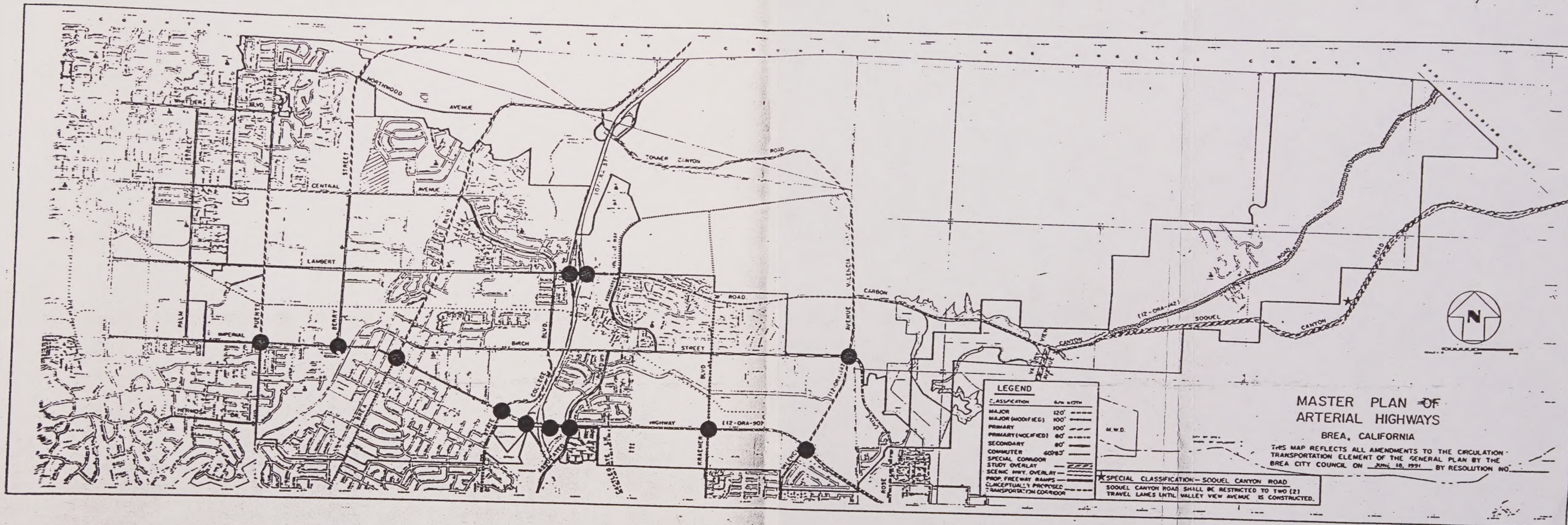
DEFICIENT INTERSECTIONS

LEGEND

- ◆ DEFICIENT INTERSECTIONS (LOS BELOW "D")

FIGURE 1

MASTER PLAN OF ARTERIAL HIGHWAYS



EXEMPT INTERSECTIONS

LEGEND

● EXEMPT INTERSECTIONS

FIGURE 2

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